

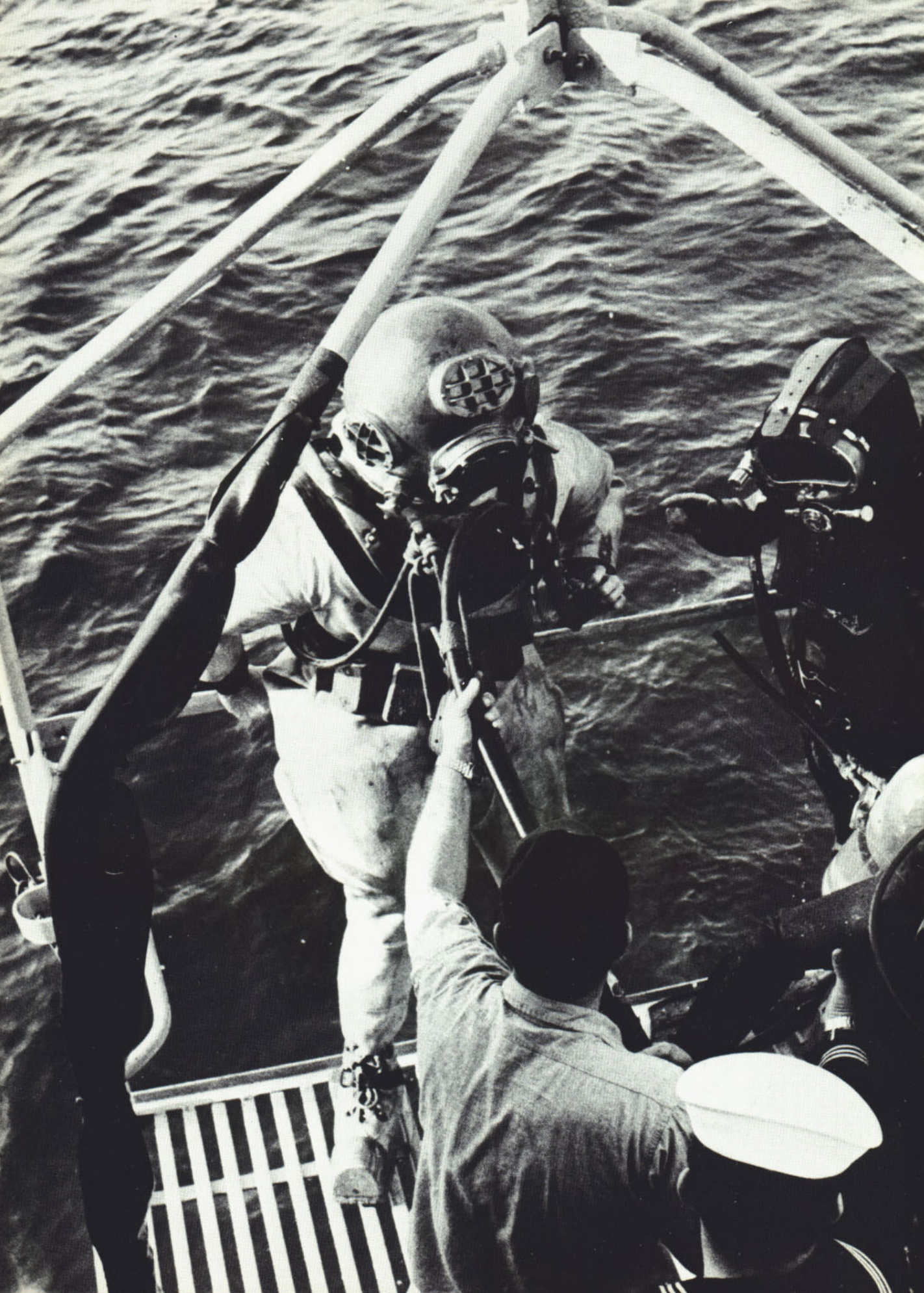
ALL HANDS

in this issue:

- STATE AUTO LAWS FOR THE NAVY TRAVELER
- SAFE SAILING ON THE NATION'S HIGHWAYS



JANUARY 1975





ALL HANDS

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FRONT COVER: The rules of the road are important to the traveling Navyman, whether on land or sea. Featured in this issue are vital State regulations of interest to Navy people traveling by car. A companion piece features driving safety. Front and back cover art by ALL HANDS artist Michael Tuffli.

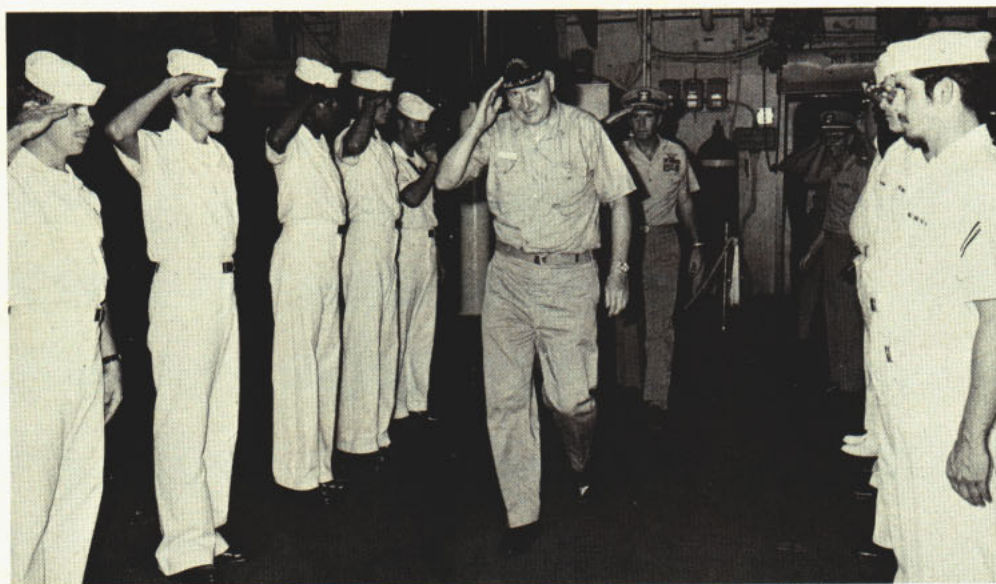
Inside front: OCEAN ELEVATOR—Divers leave the diving stage after completing a demonstration of one aspect of a salvage and rescue ship's mission, operating from USS Beaufort (ATS 2). Photo by JO1 Larry Austin.

Profile : SECNAV





Facing page: SecNav is briefed on the F-14 by Rear Admiral Owen H. Oberg. Top photo: Ensign Middendorf. Middle photo: Secretary of the Navy Middendorf. Below: SecNav with sideboy honors aboard USS Shasta.



Within minutes after the Pacific Fleet Guest House lights came on in the predawn darkness, a tall figure stepped out into the tropic air. He took a couple of deep breaths and began jogging along the quiet Hawaiian roadside. Time was short, but there was enough to get some exercise and while at it collect thoughts about events of the coming ten days. He would be flying from ship to ship, sometimes being lowered from helicopters by rescue slings onto those without landing decks. On his agenda were visits with foreign officials and foreign ships. He would experience a catapult shot

off an aircraft carrier in a supersonic fighter . . . and discuss with crewmen about things to come that will better Navy life.

That's how Secretary of the Navy J. William Middendorf II began his recent tour in the Pacific, making every minute count. It afforded him an opportunity to demonstrate his personal interest in the welfare of Navy people by meeting them face-to-face on ships and overseas shore activities and discussing such significant proposals as fleet modernization, habitability and his hope for sea pay increases.



Above: SecNav presents a "Golden Snipe Award" to the engineering division aboard USS Dixie. Right: SecNav talks with a young crewman aboard USS Lynde McCormick (DDG 8).



Since assuming the Navy's top civilian role on 10 June last year, this World War II naval officer, who likes to keep on the move, has traveled across the nation and aboard numerous ships—some in the Mediterranean, the Persian Gulf and the North Atlantic and others in the Eastern and Western Pacific.

For the fleet, it's been a chance to see SecNav in action, on the job, even to the extent of his inspecting a ship's boiler—from the inside out.

For Secretary Middendorf, it's been a time to assess, first hand, the Navy's strength around the world, an appraisal based on fewer ships and operating units than in recent years.

How does he view the strength of today's Navy?

"First of all, we are strong under the sea because we have the finest and most modern submarines," says SecNav. "Our aircraft carriers are very effective. The area of greatest concern to the Chief of Naval Operations (Admiral James L. Holloway III) and to me is in surface combatants."

The Secretary's concern stems from the number of ships that have been cut in recent years—from more than 900 to about 500.

"Consequently," he says, "we feel very strongly that there *must* be a building of the fleet back up to around 600 ships by 1980."

Does this mean the United States—which from 1962 to 1972 produced only 263 ships to the Russians' 911 ships—has slipped from its position as the Number 1 sea power?

Not at all, assures the Secretary. "There are many areas where the U. S. Navy enjoys clear superiority. These areas of leadership include sea-based airpower, amphibious assault, underway replenishment, nuclear-powered surface ships, and certain submarine capabilities."

Nevertheless, the Secretary points out, there remains a significant threat to the freedom of the seas in the Russians' increase in warship production, and at-sea operations, and the recent use of naval forces to support Russian foreign policy. Development of their *Nanuchka* class patrol boat is one example of the increase in warship capability. Although light (845 tons), this class ship is equipped with antiship missiles with 1100-pound warheads, or twice the warhead weight of the surface-to-surface missile the U. S. Navy plans for the future.

"What is perhaps most perturbing about the trend in Soviet capabilities is that it comes precisely at a time when the United States and the free world have become increasingly dependent upon raw materials imported across the seas," says SecNav.

What are some significant U. S. developments?

"We will begin to 'Harpoonize' (referring to the *Harpoon* antiship or cruise missile system) the fleet this year, a program that should be complete by 1980 or 1981," says Mr. Middendorf. "We have great aircraft carriers and our aircraft are second to none—with fighters like the F-14 *Tomcat*."

Among other research developments the Secretary hopes to include in the Navy's arsenal is the surface effect ship—a concept he believes will be proven. He also looks forward to seeing someday a 100-knot Navy;

test models have already reached 80 knots (approximately 92 mph).

Secretary Middendorf would like to see included, among other surface combatants, new medium- or full-size carriers and an increase in nuclear-powered ships, if Congress will provide funds.

With his background in naval engineering (he's the first SecNav to hold a degree in naval science), Mr. Middendorf takes special interest in the Navy's ability to power its ships. As Under Secretary of the Navy (and wearing a second hat as the head of the Navy's energy council) from October 1973 to April 1974, he visited the destroyer USS *Johnston* to witness firsthand the use of liquid coal as a ship's primary propellant.

Visits like the one to *Johnston* are Secretary Middendorf's way of keeping on top of things. His visit to the Mediterranean early last fall also afforded him an opportunity to visit Navy ships in the Mideast and personally meet with crewmen of the U. S. Sixth Fleet and Middle East Force.

His keen appreciation of the performance of ships' engineers and the jobs they do led the Secretary during his ship visits to give top priority to a tour of engineering spaces. In fact, he had a plaque created in honor of the "snipes,"—the firemen, boiler technicians and other engineering ratings who serve in the deepest and hottest parts of the ships.

The plaque, "The Order of the Golden Snipe," is personally presented to those personnel in each of the ships whose spaces he visits. First to be enrolled in the Order of the Golden Snipe were the destroyer escort USS *Aylwin* (DE 1081) and the destroyer USS *Hawkins* (DD 873) in Bahrain last September. The Secretary visited these ships coincident with a meeting with government officials and military leaders in the Med and the Mideast. (Both *Aylwin* and *Hawkins*, homeported in Norfolk, were part of the Navy's Middle East Force.) At the time of the visit, the outside temperature in Bahrain was 108 degrees; humidity was at the 90 per cent mark. In the firerooms of the 30-year-old *Hawkins*, the Secretary of the Navy noted, the temperature was 135 degrees.

SecNav tried to meet each man in *Hawkins*' engineering gang. "They are proud of their ship—and they should be," he said. "They currently hold three 'E' awards."

Other ships visited by Secretary Middendorf during the Sixth Fleet tour and presented with the Golden Snipe Order were the Sixth Fleet flagship USS *Little Rock* (CLG 4), USS *Independence* (CVA 62), USS *Inchon* (LPH 12), USS *Coronado* (LPD 11), USS *Trenton* (LPD 14), USS *Spiegel Grove* (LSD 32), USS *Saginaw* (LST 1188), and USS *Garcia* (DE 1040). In addition, during an inspection visit to two utility landing craft—LCU 1658 and LCU 1649—the Secretary reminisced over the characteristics of the support landing craft LCS 58 in which he served in the Pacific in 1945-46 as engineer and communications officer. After comparing notes, he presented "snipe" plaques to skippers BMC Leland Keith and BMC Thomas Wood.

At Holy Loch, Scotland, the submarine tender USS *Canopus* (AS 34) and the fleet ballistic missile submarine USS *Tecumseh* (SSBN 628) received Secretary



Left: SecNav Middendorf with CNO Admiral Holloway and Commandant of the Marine Corps General Cushman. Below: In the wardroom aboard USS Peary.



Middendorf and were made part of the Golden Snipe team.

During a visit with units of the Pacific Fleet, the Secretary toured installations in Hawaii, Guam, Saipan, Okinawa and the Republics of the Philippines and South Vietnam.

Tour highlights include a flight in the F-14 *Tomcat* fighter aircraft from the deck of the nuclear-powered aircraft carrier USS *Enterprise* (CVAN 65), operating in the South China Sea, and presentation of medals and

citations to former prisoners of war in Vietnam. One recipient, CAPT Howard E. Rutledge, USN, commanding officer of NAS Cubi Point, was decorated with 10 awards, including three Silver Stars, a Legion of Merit, six Bronze Stars for heroic actions and meritorious conduct during his more than seven years as a POW. CDR Gordon Nakagawa, commanding officer of Attack Squadron 196, received two Bronze Stars and a Navy Commendation Medal during SecNav's visit to the *Enterprise*. While at Camp Smith, Hawaii, Mr.

Middendorf decorated former POW Marine CWO3 William E. Thomas, Jr., with a bronze star.

Secretary Middendorf also toured three South Vietnamese Navy ships during his southeast Asia tour and paid visits to the following PacFlt ships:

- Destroyers USS *Morton* (DD 948), *Richard S. Edwards* (DD 950), *Gurke* (DD 783), *Rowan* (DD 782) and *Agerholm* (DD 826). Destroyer escorts *Rathburne* (DE 1057), *Harold E. Holt* (DE 1074), *Robert E. Peary* (DE 1073) and *Hepburn* (DE 1055). Guided missile destroyers USS *Somers* (DDG 34), *Decatur* (DDG 31), *Robinson* (DDG 12) and *Lynde McCormick* (DDG 8). Destroyer tenders USS *Bryce Canyon* (AD 36) and *Dixie* (AD 14).

- Fleet ballistic missile nuclear submarines USS *Ethan Allen* (SSBN 608), *Robert E. Lee* (SSBN 601) and *Abraham Lincoln* (SSBN 602). Nuclear submarines USS *Flasher* (SSN 613), *Tautog* (SSN 639), *Aspro* (SSN 648) and *Seadragon* (SSN 584). Fleet submarine USS *Blueback* (SS 581). Submarine tender USS *Proteus* (AS 19).

- Nuclear-powered attack carrier USS *Enterprise* (CVAN 65) and attack aircraft carrier USS *Midway* (CVA 41).

- Amphibious assault ship USS *Tripoli* (LPH 10). Amphibious transport dock USS *Ogden* (LPD 5). Amphibious transport submarine USS *Grayback* (LPSS 574). Tank landing ship USS *Fresno* (LST 1182).

- Patrol gunboats USS *Canon* (PG 90) and *Gallup* (PG 85).

- Oilers USS *Kawishiwi* (AO 146) and *Guadalupe* (AO 32). Ammunition ships USS *Shasta* (AE 33) and *Pyro* (AE 24). Combat stores ship USS *San Jose* (AFS 7). Salvage and rescue ship USS *Brunswick* (ATS 3). Replenishment fleet oiler USS *Kansas City* (AOR 3). Fleet tugs USS *Takelma* (ATF 113), *Moctobi* (ATF 105) and *Molala* (ATF 106).

One of the Vietnamese ships visited by SecNav was former LCS 96, sister ship to the landing craft on which he served. As a gesture of good will, Mr. Middendorf presented a Golden Snipe plaque to the Vietnamese crew. Altogether, SecNav has visited more than 80 U.S. ships (plus five foreign ships) since joining the Navy secretariat.

The Secretary's attention is focused on shore establishment needs and efforts as well, and he manages to visit U. S. activities as often as possible and also meet with civic Navy supporters.

He was present, for example, in Philadelphia during the anniversary celebration last year on board the historic cruiser *Olympia* in which a cabin, restored by U.S. Navy Olympia Sea Cadets, had been dedicated in his name. Later, he joined in honoring the military Wives of the Year in Washington, D. C., meeting with Navy Wife Kathleen Parker O'Beirne, and Marine Corps Wife Mary "Terry" Courtney.

Keeping informed of modern naval technology, the Secretary has visited Navy's research labs. At the Dahlgren, Va., Naval Surface Weapons Center, he viewed current research and development programs in weaponry, including the Navy mini RPV, a ship

deployable tactical airborne remotely piloted vehicle (STAR).

Secretary Middendorf, with a background in finance and diplomacy (he was Ambassador to the Netherlands from 1969 to 1973), has a reputation for a sense of humor, which was pointed up during a recent visit to Jacksonville, Fla. He had just received the city's keys, along with a frisbee labeled "Sailors Have More Fun." He sailed it into the audience, announcing that whoever returned it would receive his gold Navy cuff links. The young man who caught the Secretary's pitch received the links—and also an invitation to raise his hand and enlist on the spot.

Interested in today's youth and, in turn, in their interest in the Navy, he was on hand recently in Richmond to swear in an 83-man All-Virginia Recruit Company.

There's another side to Secretary Middendorf—which ranges from an interest in baseball to symphonic music. (Some 30 years ago he was invited by the New York Giants to attend their training camp and try out for the team as a pitcher, but he opted to join the Navy instead.) In the field of music, he's a composer of five symphonies, two concertos and a piano sonata, in addition to five marches (he's working on his sixth, a bicentennial piece). A stained glass window he designed hangs in a church in the Netherlands. He also paints (on porcelain). He collects works of art, including paintings that are on loan to several museums, and manuscripts written by the poet, Robert Frost.

It was while he was Ambassador to the Netherlands that he seriously undertook composing music. Under the tutelage of a music scholar, Somtow Sucharitkul, son of the Thai Ambassador to the Netherlands, Mr. Middendorf worked on a symphony which he described as "an exercise in discipline." Completed as "The Holland Symphony," he dedicated it to Queen Juliana and the Dutch people, and it was played by the Dutch national symphony orchestra on a nationwide broadcast.

One of his most recent symphonies, "The Navy Suite," contains five selections: The Fleet's Underway; A Sailor's Hornpipe; The Navy Wives Waltz; Moon Watch to Pearl; and the Navy Triumphal March.

Mr. Middendorf became Secretary of the Navy after serving as Under Secretary. In both capacities he has been vitally concerned with informing others, both in and out of the Navy, about the Navy's mission and its needs in the areas of people, money and material. Two primary goals while he is Secretary are to maintain a 100 per cent recruitment figure and to work toward the development of a modern, 600-ship fleet.

In striving to ensure that the U. S. Navy remains the world's first sea power, he reminds all that "When diplomacy and deterrence must act simultaneously, or when our nation must act alone, there is simply no substitute for the flexibility and mobility of naval forces operating on the high seas."

It is his belief that "today's peace rests upon today's strength, and tomorrow's peace upon tomorrow's strength."

—JOC Marc Whetstone, USN

MM2 Edward C. Blood sails in the FASTEST SHIP IN THE FLEET

"At 70 knots the ride is so smooth that you can stand up and drink a cup of coffee in the cabin," says the five-foot, six-inch crewman aboard the new Surface Effect Ship, SES 100B, in Panama City, Fla. Machinist's Mate 2nd Class Edward C. Blood has become the first enlisted crewmember aboard the Navy's fastest surface vessel.

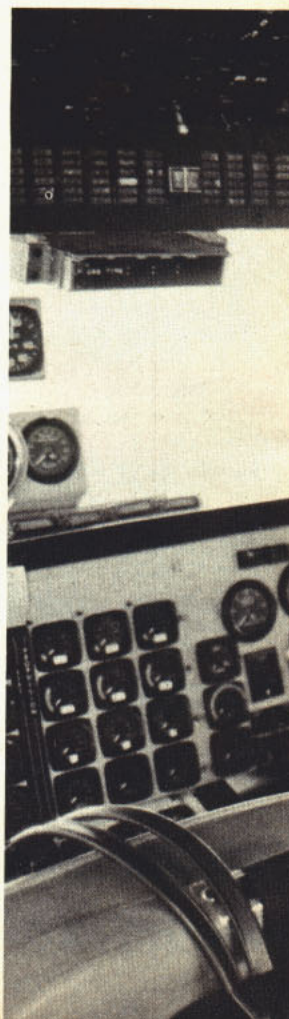
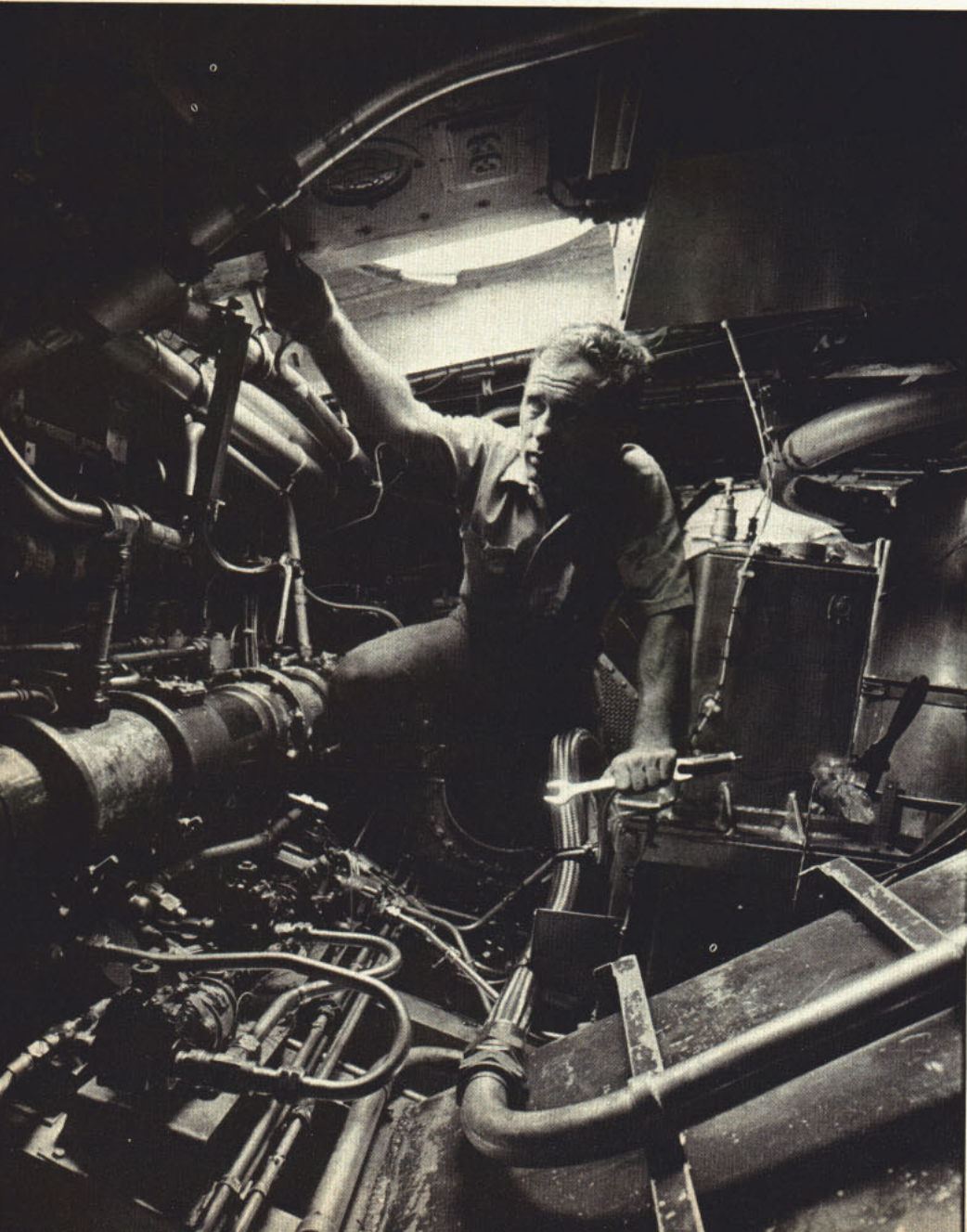
A surface effect ship that is now reaching speeds of over 75 knots, SES 100B is pointing the way toward a potential 100-knot navy by the year 2000. The 100B

test craft demonstrates the captured air bubble concept for ships of multithousand-ton size. A crew significantly smaller than ships of equal tonnage mans the 100-ton SES.

"Underway, I'm the man-on-deck," says Blood, a nine-year Navyman. In fact, he's the only underway enlisted crewmember aboard the SES.

"It's my responsibility to ensure all engine compartments are clear and when the craft commander starts the engines, I go below and inspect for leaks and fire

Left: Many of MM2 Ed Blood's duties are below deck. Top right: Surface Effect Ship making a high-speed run. Bottom right: Petty Officer Blood on the bridge of SES 100B.





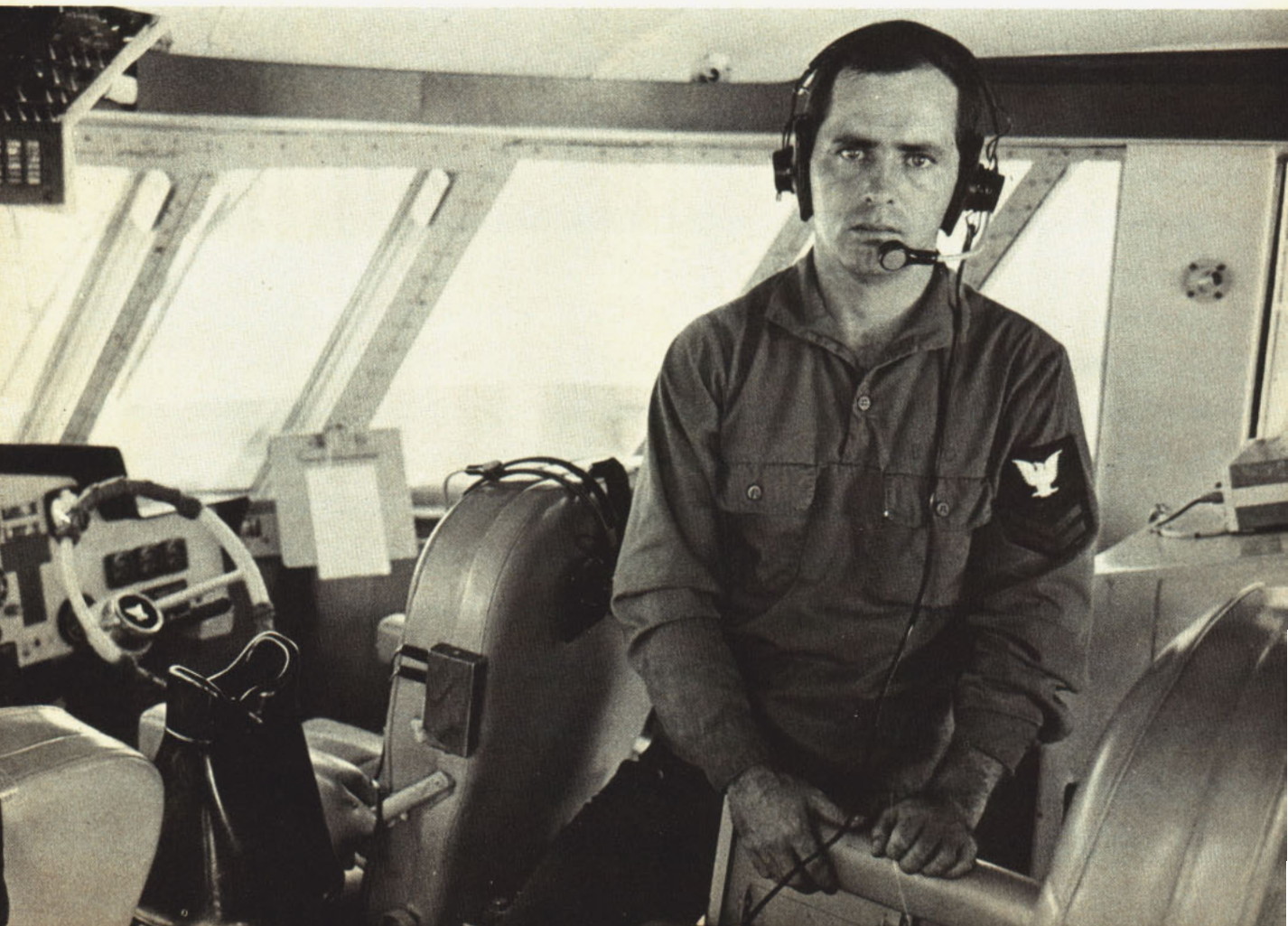
hazards," he says, in a matter-of-fact voice.

Before getting underway, the man on deck must perform all pre-start checks on all the ship's compartments which contain lift engines, propulsion engines, auxiliary machinery, transmissions and hydraulic systems. "If an engine needs changing, my men and I must do all the disconnecting and make ready for the change, then make all connections to the new engine," he says.

Duty aboard the SES is somewhat different from assignments the young petty officer had in the Republic of Vietnam. Because of the experience in small boat repair he had gained while serving in Guantanamo Bay, Cuba, he was first assigned to do repair work at Da

Nang and later assigned to a Harbor Utility Craft (YFU) where he performed general "snipe" duties. A subsequent reassignment led him to a utility landing craft (LCU) which was tasked with running supplies from Da Nang to Chu Lai.

Machinist's Mate Blood left Vietnam and was assigned to a precommissioning detail for USS *Hewes* (DE 1078) in Newport, R. I. It was here that he was promoted to E-5, then transferred to USS *Luce* (DLG 7) for another pre-com detail. He made a shakedown cruise to Guantanamo and then swapped duty with an MM2 aboard USS *Biddle* (DLG 34) in Norfolk, Va. Aboard *Biddle*, Blood returned to Vietnam and the



SES Crewman

Tonkin Gulf.

After a nine-month tour in WestPac, he returned stateside only to learn of his eligibility for shore duty.

"I called my detailer to ask what was available," Blood says, "and his reply was that there were two billets on the west coast and one on the east coast at SESTF. I asked him what that was and he said he didn't have the slightest idea."

But it was the east coast and that was where Blood wanted to go, so he volunteered for duty with the Surface Effect Ship Test Facility in Patuxent River, Md. "Once I found out what the assignment was going

to be like, I really looked forward to it," he said. "I wanted the experience of working on something new."

Once assigned to the SESTF, Blood underwent two months of indoctrination of which five weeks was training in jet aircraft engines. "This training, for the most part, really helped, but a good part of the SES indoctrination was obsolete—by the time I first reported aboard the boat in Panama City, everything had changed."

"The Navy has a valuable resource in Blood," says Lieutenant (jg) Tom Breitingner, prospective commanding officer of the 100B. "He has worked night and day on this project, learning the boat inside and out. Now if any casualty arises, he can check it out immediately and probably will have anticipated the problem."

—Story and photos by PH1 Richard A. Pendergist

Surface Effect Ships... Profile of the SES

In the future, a lot of Navy crewmembers will be "walking on air." They won't necessarily be in love or in some other state of euphoria—they'll be riding some of the world's fastest ships, the Surface Effect Ships.

Like the Navy's famed high speed hydrofoil craft, the SES is based on the phenomenon known as "hydrodynamic lift." But the application of hydrodynamics, which is a branch of science that deals with the motion of fluids and the forces acting on solid objects in water, is only one part of the Navy's plans for new high performance ships. The other, and equally dramatic, part of the plans is based on the principle

of "aerostatic lift."

Aerostatics deals with gases (in this case, air) and the action of solid bodies immersed in the air. The application of aerostatic lift results in the creation of an "air-lubricated" device, or one in which the drag is greatly lessened, thus speed could be greatly increased.

SES refers to an air-lubricated vehicle with solid sidewalls attached to its hull. Air-cushion vehicle means one with flexible "skirts" attached.

Surface effect ships are thus supported on cushions of air, internally generated. This cushion is captured by fixed sidewalls plus flexible seals fore and aft. The



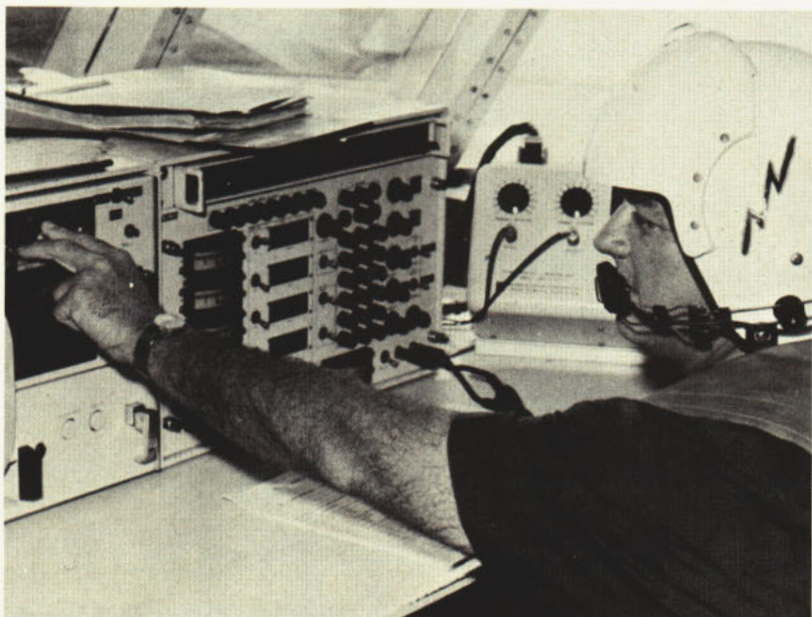
result is much less drag than that experienced by conventional hulls propelling at high speeds through the water. The SES does, of course, experience displacement and wave drag at low speeds, but as the speed increases, it diminishes displacement and associated drag. The drag that remains is primarily aerodynamic and "wetted surface" drag.

Potential missions include antisubmarine and anti-aircraft warfare, surface warfare, tactical air support, and amphibious assault. As with all transportation vehicles which have emerged through history, the most promising applications of SES remain to be established.

The Navy is now working with two 100-ton craft of this type, each built by a different contractor. The SES 100A has exceeded 75 knots, and the SES 100B reached a world record 80 knots last spring. Both are about 80 feet long with a beam of about 40 feet. The two craft have given increased assurance of success and have permitted data to be obtained very effectively. At the same time, alternative design features are being evaluated, particularly propulsion systems and seal designs.

Even more so than the hydrofoil, the SES offers speed as her primary asset—and this is considered a blessing by those who must worry about antisubmarine warfare. A 2000-ton destroyer type SES could cover three times the area of the present-day destroyers and deliver an antisubmarine helicopter to a specific spot in minutes. With such speed, this type of SES could outrun any torpedo launched against it.

The program's objective is to extend this existing state of the art to ships of oceangoing size with military capability—ships with adequate range, speed and sea-keeping characteristics. The Navy plans to acquire and operate prototype ships to evaluate concepts for future ship construction and to develop mission applications and logistics concepts. As a result, the prototypes will be fitted with weapons and sensors to complement their high-speed capabilities. Such development also will establish an industrial base for future shipbuilding.



Left and top right: SES 100B during recent high-speed tests. Bottom right: Test engineer works at the Data Acquisition Console of SES 100B during test mission.

WILES FAMILY GOES NAVY

Five of a Kind

It's all in the family, the Navy tradition of the Wiles family of Waterloo, Iowa, that is. With three brothers and one sister already in the Navy, Leatha Mae, the youngest of the five Wiles children, decided she wasn't going to be left standing ashore. In a special Navy Birthday ceremony at Waterloo City Hall she became the fifth Wiles to join up.

Waterloo, Iowa, you may remember, was the hometown of the five Sullivan brothers who perished together during World War II. The Wileses are the second family from this small town to have five members in the Navy at the same time.

Leatha Mae says her brothers and sister were a big influence in her choosing the Navy. "All of them seem to be enjoying their assignments with the Navy," she said, "so I thought I'd join them." Leatha left Waterloo immediately following the ceremony for recruit training in Orlando, Fla., and plans to enter the data processing field.

Her older brothers, Jack, Jr. and Albert, are Aviation

Structural Mechanics working together on rescue helicopters at Naval Air Station, Pensacola. They are members of the Search and Rescue (SAR) Detachment there, which is responsible for tracking and rescuing downed aviators and making hurricane observations.

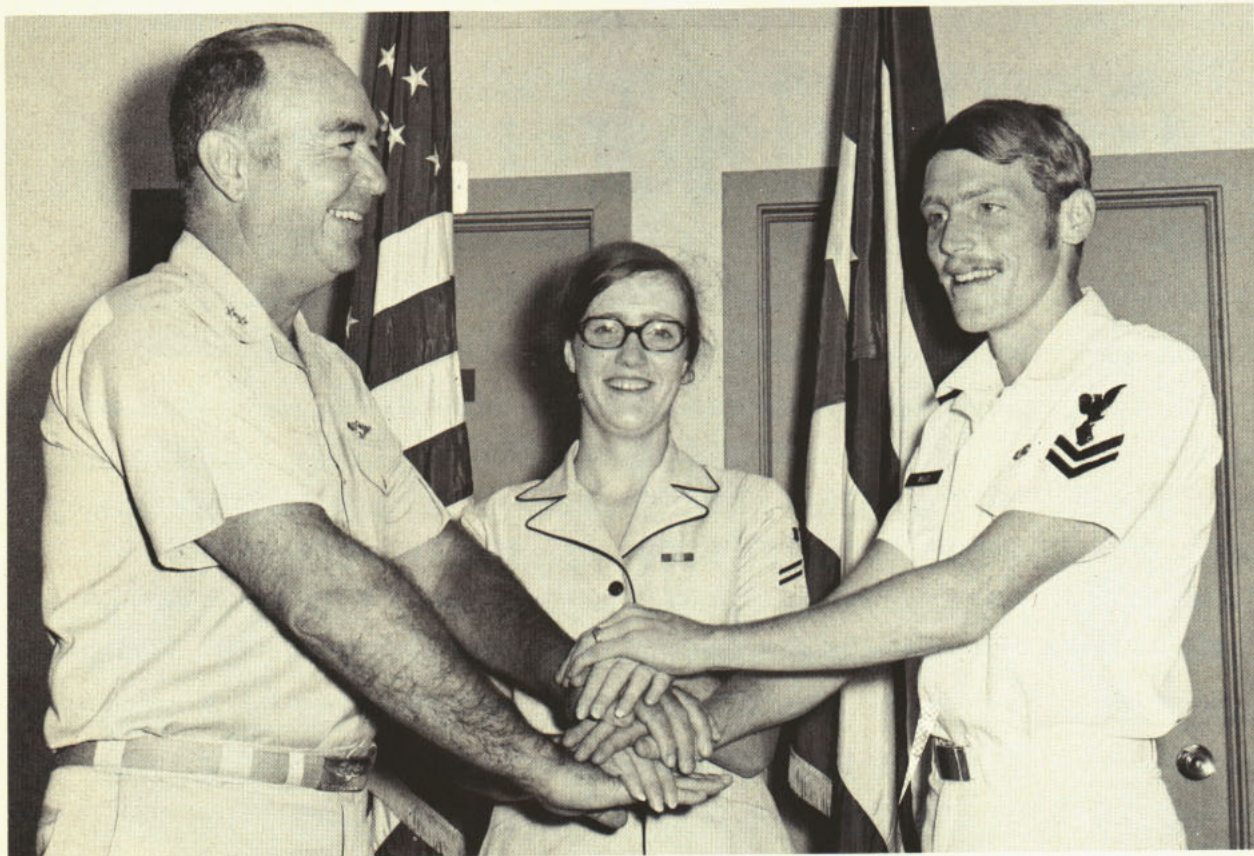
Jack has been an aircrewman for five years and has the medical evacuation of a premature baby to his credit. Albert joined his brother at Pensacola in 1972 and has recently earned his wings as a helicopter rescue aircrewman.

The sister-brother team of Personnelmen Anthony and Arliss Wiles works together in the Military Personnel Office of Roosevelt Roads Naval Station, Puerto Rico.

Tony enlisted in the active Navy after two years in the NROTC unit at Iowa State University. He enjoys his assignment in Puerto Rico and spends his spare time there umpiring high school and intramural baseball games and refereeing high school football contests.

Arliss joined Tony in Puerto Rico after graduation





from personnelman school. She says teasingly that she works "*in* Tony's office but not *for* him! I am undecided about the Navy as a career," she said, "but I've enjoyed my tour so far—especially the travel. I like Puerto Rico because of the fun things to do and the interesting sights around the island." She spends a lot of time swimming in the warm Caribbean waters and playing tennis.

When Leatha Mae joined her brothers and sister in the Fleet, she knew she would be the only Wiles without a family member for a partner, although she says she would like to join Tony and Arliss in Puerto Rico. If Jack Wiles can fulfill his ambition, that may change. He'd like to get all his sisters and brothers to join him at Pensacola. This would bring their entire Navy family under one command, thus equaling the record of the famous Sullivan brothers from the Wileses' home town.

—LT Joey Schaefer

Left: Albert Wiles replaces a tail rotor blade. Far left: Jack (left) and his brother Albert sometimes work together on helicopters at NAS Pensacola. Photos by L. Randall. Above: It was a regular hometown reunion when Rear Admiral James Ramage, Commander, Caribbean Sea Frontier, discovered that Arliss and Anthony Wiles were also from Waterloo, Iowa, his hometown. Photo by PH1 Graves. Bottom: Governor Ray of Iowa pins a corsage on Leatha Mae, youngest of the Wiles children, after her enlistment bringing the total to five Wileses on active Navy duty.



Getting Up In The World

The Navy could almost make an advertising poster out of it: A tour on USS *Midway* will help make you a mountain climber.

If that doesn't ring true, doubters need only talk with some of the 3500-man *Midway* crew. Since the carrier arrived in the Far East more than a year ago, hundreds of her sailors have climbed Mt. Fuji, Japan's highest mountain.

The most recent were four aerographer's mates and a photographic intelligenceman. The quintet, who had been bounding up and down *Midway* ladders for more than a year, hiked up the 12,395-foot mountain at the end of the year's climbing season.

"I can't say it was equal to scaling Mt. Everest or anything like that," said Aerographer's Mate 3rd Class Dale Hawkins. He knows of a 91-year-old Japanese who also successfully reached Fuji's summit.

Nevertheless, the climb called for more huffing and puffing than Hawkins and the others usually expend reaching their offices in *Midway's* island structure.

The five men made their climb during one of *Midway's* frequent calls to her home port in Yokosuka. Although 40 miles away, Mt. Fuji is visible on a clear day from many parts of the base. Perhaps that's why so many *Midway* men have climbed it; Fuji is an

undeniable dare staring them in the face.

Hawkins and the others, Aerographer's Mate 1st Class Steven Quesnel, Aerographer's Mate 3rd Class James R. Crowe, Photographic Intelligenceman 1st Class Harry H. Dozier, Jr., and Airman Apprentice Frank Arriaga, took a bus from the naval base to Fuji's fifth station, halfway up the volcanic peak. From there, they joined hundreds of other American and Japanese climbers on the trail to the top.

"It was interesting for us weathermen," Quesnel said, "especially when we were in the clouds at the 10,000-foot level."

The *Midway* men rested at the eighth station, about 2000 feet from the summit. The station, a cluster of stone huts offering food and shelter, is the traditional early-morning starting point from which to reach the top in time to watch the sun climb up over the horizon.

"The Japanese put great stock in seeing the sunrise from the top of Mt. Fuji," Crowe said, "It's just about the whole reason they climb."

Crowe, who took some time to read about the mountain before climbing, can also reel off other facts, like: The most celebrated mountain in Japan is a volcano that has been dormant for over two centuries, but old records indicate Japanese have been scaling its heights for a thousand years. And, since the Japanese long regarded the mountain as sacred, even as late as 1886 no women were allowed to climb it.

Unfortunately for the climbers, all the mountain's history and mystery remained hidden behind torrential rains with high winds that lashed them when they reached the top that day.

"We really got washed out at the top," said Arriaga, recalling the swirling clouds pushed by 50-mph winds cresting the summit. Another climber recalled, "the rain came at us sideways, straight into the face."

After conquering the summit, the only view the sailors got was one of numbed fingers pulling crumbling lava and ash from wet socks.

"I was disappointed," Arriaga said after returning to the ship. "You walk two miles up a mountain like that and you expect to see something." But he plans to climb it again next year, and so do the others. After all, one of them said, it isn't too hard. It's sort of like climbing from *Midway's* hangar deck to the 0-7 level—800 times.

LEFT: Climbing to the top. Facing page top: Admiring their souvenir walking sticks are (left to right) Photographic Intelligenceman 1st Class Harry Dozier, Jr., Aerographer's Mate 1st Class Steven Quesnel, Airman Apprentice Frank Arriaga, and Aerographer's Mates 3rd Class James Crowe and Dale Hawkins. Bottom left: Another mark, signifying the reaching of one of Fuji's 10 stations, is burned into Quesnel's walking stick. Right: Successful climbers are rewarded with coveted brand from station ten at the summit of Mt. Fuji.





USS HITCHITI

“ . . . An ATF is not a pretty ship, but she is a performer, especially in an emergency, with a proud crew . . . ”

Three short blasts, a modest swirl by the stern, a rumbling barely discernible as the screw reacted to a back bell and USS *Hitchiti* (ATF 103) moved easily into the channel. On the bridge the skipper, Lieutenant Gordon L. Wood, Jr., observed as his bridge team went through the familiar routine. After more than 30 years of commissioned service, *Hitchiti's* comings and goings weren't apt to attract much attention.

An ATF is not a pretty ship. It lies somewhere between an oversize tugboat and a variety of waterbug. To heighten this impression on this particular morning, *Hitchiti* steamed in company with five sleek PGs. These smaller vessels slipped through the water with shark-like grace and a hint of menace. To an observer on shore, parallels between *Hitchiti* and the ugly duckling might have seemed appropriate, but on board the metaphor remained unspoken.

The mission: to escort five PGs from San Diego, Calif., to Rodman Naval Base in the Panama Canal Zone, providing support as circumstances indicated.

The ATF a support ship for PGs? The idea was novel and promised an interesting meeting of old and new.

The very newness of the concept presented the possibility of heretofore undealt with problems. To a great degree the success of the mission depended on *Hitchi-*

ti's ability to employ seaman's eye, intelligent improvisation and good common sense in the event her services were called upon.

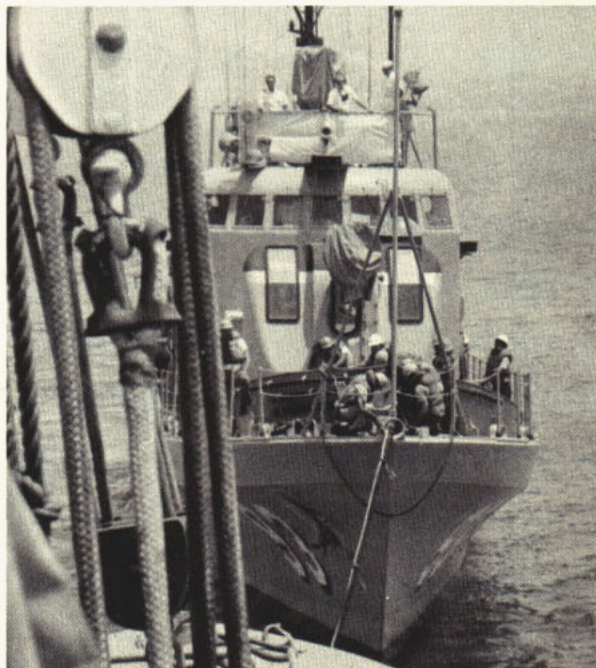
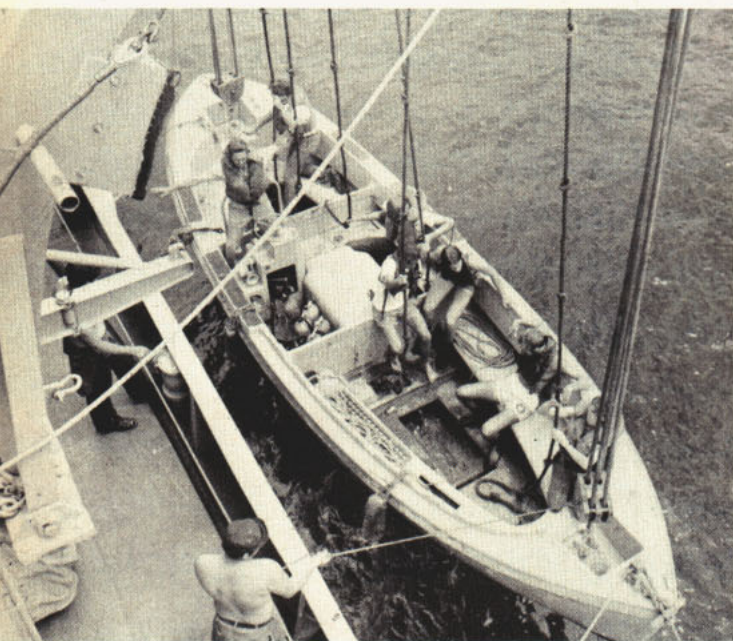
For four days *Hitchiti* and company steamed south. A brilliant sun and glasslike ocean surface lent a holiday atmosphere as each crew went about the at-sea routine. On the fifth day the spell was broken. The PGs were using more fuel than planned. Circumstances dictated underway replenishment.

There is nothing new about refueling at sea. For destroyer sailors the evolution is as familiar as the coming of the mailman. But this was a special case. The technique of ATF refueling PG was as yet untried.

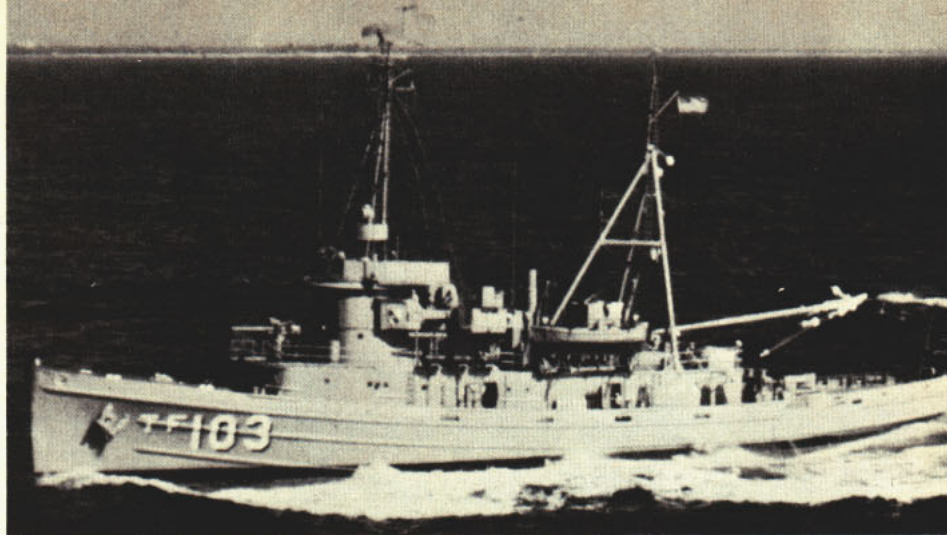
Fortunately there were no incidents to spoil that day. The PGs slipped alongside, drank their fill then moved back into station. On board *Hitchiti* an exhausted crew settled down to evening chow joking about the exploits of the newly christened ATF-AO. Somehow the possibility of more excitement on the same day seemed remote.

But it was only a matter of hours. At approximately 2130 the word came down: "Away the towing and salvage detail." One of the PGs had had bearing trouble and its starboard shaft was secured. Circumstances dictated rigging for tow. It was dark and the crew was tired but this time *Hitchiti* was the expert—if it floated, she could tow it. All was secured before the mid.

The next few days were not uneventful, but then a port call in Acapulco never is. However, all too soon



Facing page left: Motor whaleboat is lowered to carry divers to disabled patrol gunboat. Right: Deck gang of disabled PG secures line as their ship is taken in tow. Right: USS *Hitchiti* (ATF 103). Bottom: *Hitchiti* prepares to refuel patrol gunboat. Below: LT Gordon L. Wood, Jr., skipper of *Hitchiti*.



the vacation was over. *Hitchiti*, her guest streaming 500 feet astern, and the four remaining PGs pushed south on the final leg of the journey.

Demands on a support vessel aren't always as dramatic as taking another ship under tow or refueling at sea. There are hundreds of internal operations necessary to the proper functioning of every ship that demand immediate attention when difficulties arise. Almost from the day the ships left San Diego, *Hitchiti* was tasked with providing technical and communications support for the entire task unit. Playing the role of a much larger vessel, *Hitchiti's* radio gang took on the job of screening, receiving and transmitting traffic for the PGs while her ETs provided on-site technical assistance.

Four days before landfall at Rodman, one PG in tow, again the word was passed: "Station the towing and salvage detail." A second PG had knuckled under to mechanical difficulties. Circumstances dictated taking another ship under tow.

Two days later there were two PGs in tow and the word came: "It is requested that divers of USS *Hitchiti* make an underwater inspection of and take measurements of disabled PG's starboard shaft." The water was 6000 feet deep and sky blue, the shark guard was set.

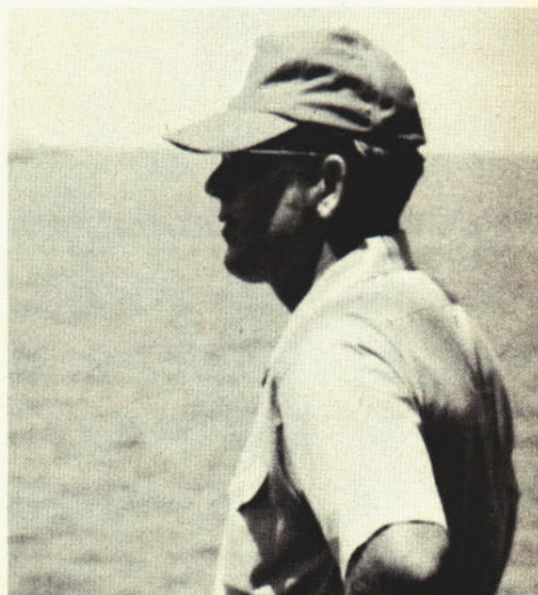
The required information was promptly provided.

Seventeen days and 2300 miles after departing San Diego, the odyssey ended. The PGs' arrival at Rodman meant a few days rest and repair before continuing their journey into the Atlantic. For *Hitchiti* it meant a few hours, just enough time for the crew to stock up on candy, for the ship to take on fuel and supplies, and for her divers to make a final inspection of a PG strut bearing. Before nightfall, *Hitchiti* was on her way home.

"Moored, shift colors!" *Hitchiti's* return was as minus fanfare as her departure, fully one month before. A modest group of wives and children waited patiently on the pier while customs agents completed the necessary paperwork. Within an hour she was deserted except for the regular inport watch.

It had been a busy month. *Hitchiti* had played the part of refueling vessel, towing ship, communications and electronic support ship, and diving platform. After 30 years' commissioned service, she could still do the job with some impressive extras thrown in. Somehow, in this day and age, that says a whole lot about a ship and a whole lot about the Navy.

—Story by ENS Robert T. Duddy
Photos by ENS Donald Wiley



U.S. - Venezuelan Team Operation

VENUS III

Mission: Hemispheric defense. Objective: Offensive surface-to-surface missile sites. These were the purposes of a joint U. S.-Venezuelan amphibious task force, code named "Venus III," in a training exercise conducted in the Caribbean.

Initially, USS *Shreveport* (LPD 12), USS *Austin* (LPD 4), USS *Pensacola* (LSD 38) and USS *Manitowoc* (LST 1180) offloaded U. S. and Venezuelan Marines, tanks and cargo vehicles onto landing craft in preparation for the beach assault. The Venezuelan landing ship ARV *Amazonas* released its load of 10 armored landing vehicles which were quickly filled with combat-ready Venezuelan Marines and driven by U. S. Marines.

Meanwhile, two Venezuelan destroyers, ARV *Falcon* and ARV *Nueva Esparta*, and one submarine, ARV *Picua*, protected the landing force from sea attack as the beach was being taken by the invading forces.

The bi-American training exercise, commanded by Captain C. V. Merrell, Amphibious Squadron Two, originated from a joint U. S.-Venezuelan conference designed to provide for multifacet amphibious training.

Many phases of training involving logistics, equipment and general amphibious tactics were covered during the "Venus III" exercise. This valuable training under realistic conditions gave both forces needed experience in making hemispheric defense a stronger reality.

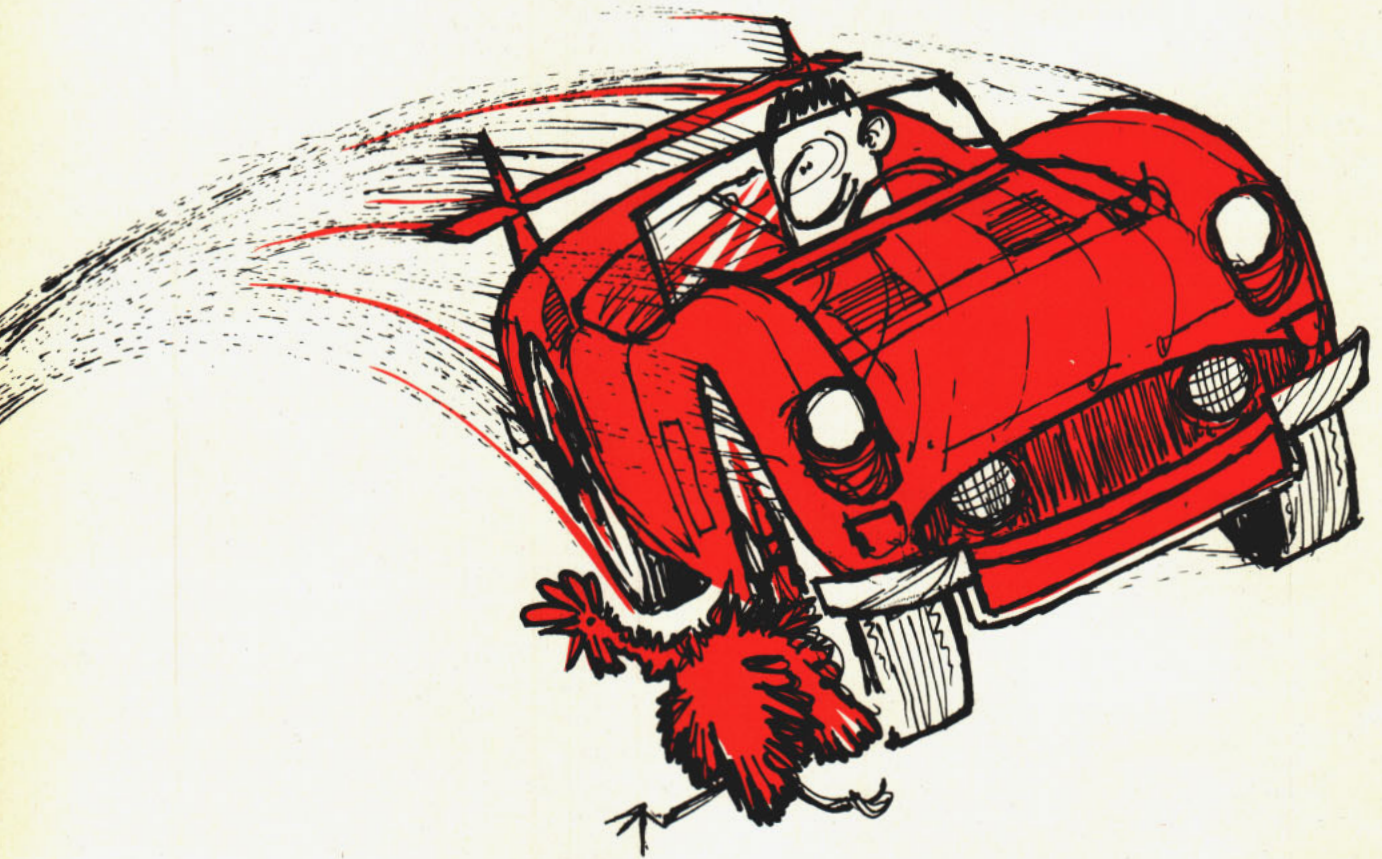




Facing page: A Seasprite Helicopter prepares to lift off from deck of USS Pensacola (LSD 38). Below: In the misty light of early morning, U. S. and Venezuelan marines "hit the beach." Above: Tracked Personnel Landing Vehicles (LVTP 7) move ashore with cargo of marines. Right: Venezuelan sailors are welcomed aboard the tank landing ship USS Manitowoc (LST 1180). Photos by PH3 Thomas L. Blasingame, PHC C. L. Bassi and PH2 William F. Nanny.



SAFE SAILING ON THE NATION'S HIGHWAYS



How would you feel if someone told you that all the people in the entire state of Oregon had been injured or killed in an accident? You'd be horrified; yet, that's about how many people are killed or injured each year on the nation's highways.

No one seems to be appalled enough to stop this. The fact is, in the 17 million traffic accidents in the United States each year, there are over 56,000 deaths, 3 million injuries and 170,000 permanent disabilities.

The Navy's traffic safety record is little better. According to the Naval Safety Center, 1973 saw 315 Navy members lose their lives and another 1867 injured in

motor vehicle accidents. This accounts for 70 per cent, repeat 70 per cent, of *all* Navy accidental deaths each year. Privately owned vehicles (POVs) are involved in 98 per cent of the Navy's traffic accidents and a significant number are driven by those between the ages of 19 and 22.

Traffic accidents continue to be the Navy's number one safety problem. Navy POV fatalities were down in 1974, but the reduction percentage was not as great as that in the nation as a whole.

Accidents happen for a number of reasons: poor mechanical condition of vehicles, speed, bad weather,

driver error, drinking, or a combination of these. Be that as it may, national statistics show that most accidents happen to the average driver of an ordinary automobile on a clear day. Eighty-five per cent of all traffic accidents are caused by driver error. The next greatest cause is drinking and driving, with 50 per cent of all traffic fatalities involving alcohol. The question is not what causes accidents, but rather what can one do to avoid them.

- The first step is seeing that your vehicle is safe. National Highway Traffic Safety Administration (NHTSA) feels that good vehicle mechanical condition is so important that it requires individual states to have a periodic motor vehicle inspection program in order to qualify for Highway Safety Program funds. If your state doesn't have such an inspection program it is a good idea to have it done on your own. Have your mechanic pay particular attention to brakes, suspension, steering and tires. Safety Administration studies indicate that 80 to 90 per cent of maintenance problems are found in these areas.

- There are several things you can check as, regular inspections of tire pressure (and wear), belts, hoses, battery water level, head and taillights, brake lights, windshield wipers, turn signals and exhaust system. Above all, follow the manufacturer's recommended maintenance schedule.

- Get into the habit of making brief walk-around inspections of your car each day before driving. This involves checking the tires, windows (for cleanliness) and signs of fluid leaks under the car. Start the engine and check gas level, oil pressure and generator gauges, and the brake pedal for loss of pressure. Then, when you move out, sit up straight, but comfortably, to increase alertness.

- In line with maintenance, don't make modifications to your vehicle. Don't jack up the back end, employ oversize tires, or paste unnecessary decals on windows. Auto designers take great pains to build safe cars; any modifications you make upset the delicate balance they have put into them by overloading suspension, changing steering characteristics and cutting down visibility.

- Another cause of accidents is speed, which surely kills. Naval Safety Center figures show that exceeding the lawful and safe speed limits accounted for over 360 auto or motorcycle accidents involving Navy people in 1973. Consider: at 60 mph you are traveling one mile per minute—how long does it take you to size up an emergency situation and react? A miraculous one second? Then you've already gone 88 feet, not counting how long it takes you to get your car stopped safely after braking—which at 60 mph is about 360 feet. Incidentally, to determine your safe stopping distance the American Trucking Association suggests you note your speed then multiply it by the first number of the speed. For example, at 50 mph it is 50×5 or 250 feet.

On an interstate highway 55 mph may be perfectly safe, but in city traffic it could, literally, be murder. The important thing is to stay within posted speed limits (they are put there for a reason) and to adjust speed to driving conditions. In congested areas, slow down. On wet streets, slow down. On leaf-covered streets, slow down too; they may look dry, but are probably still wet and slippery.

On freeways don't exceed the speed limit (which is now 55 mph nationally) but don't drive too slow either, that's also a great hazard. It is best to drive at the same speed as other cars around you. Glance at your speedometer from time to time. When driving at high speeds for long periods of time one has a tendency to go gradually faster without being conscious of the change.

- Poor weather contributes to traffic accidents, but not as many as you might think. Studies indicate that less than two per cent of fatal accidents occur in foggy weather; only about nine per cent in rain; and only about two and one-half per cent in snow. A full 86 per cent of death-dealing traffic accidents take place in clear weather. People tend—for the most part—to drive more cautiously in bad weather.

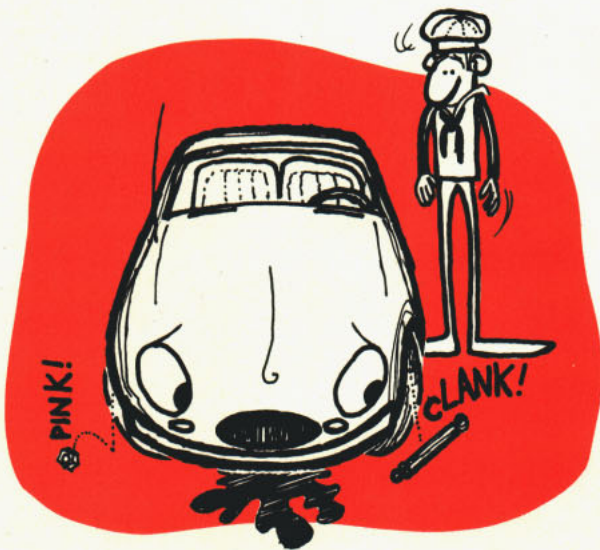
Naval Safety Center statistics for 1973 show that Navy members driving POVs were involved in 1582 accidents on dry roads. Compare this with the 311 Navy POV accidents on slippery roads and the point is made.

- When driving in fog, the greatest hazard is reduced visibility. Slow down (again)! Turn on your lights but not your high beams—light will only be reflected and reduce your visibility even more. Keep your windows open in order to listen as well as look out for danger.

If fog is scattered in patches, enter each fog area at reduced speed. You may not be able to see a stopped truck or a pedestrian walking on the roadway. It's better to be moving slowly when a walker suddenly appears out of the fog in front of you than to be barreling along and unable to stop.

- Rain makes all pavement slippery, especially well traveled roads where engine and tire residue has been built up. When driving on rain-slick streets, avoid sudden stops, starts and sharp turns which can throw your car into a skid and out of control. Also slow down when going through large puddles, they can cause you to lose control or can splash water on exposed wiring and other vital engine parts.

- Snow and ice, naturally, make surfaces slick and this requires the same general precautions as used on wet streets. Also called for are some special safe driving



techniques. When starting out in ice or snow go slow, in a high gear, to gain more traction. Spinning wheels only generate heat, melt a small amount of snow which turns to ice and compounds traction problems. Also when starting out, keep your wheels straight if possible so that you don't swerve when you break loose. When you stop, pump your brakes rapidly to gradually slow the wheels. A slowly turning wheel gives control. A brake-locked wheel only slides out of control.

Snow tires, chains, studs (if legal in your area) and added weight in the trunk (a bag of sand) will increase traction and aid safe starts and stops, especially on ice. Full chains give the best results, but don't think they are a solve-all—your front wheels are still vulnerable. If you don't want to use full chains, consider the strap-on type which are handy in a pinch. At corners, curves and hills, snow becomes packed down by traffic and turns to ice very quickly. Be extra cautious.

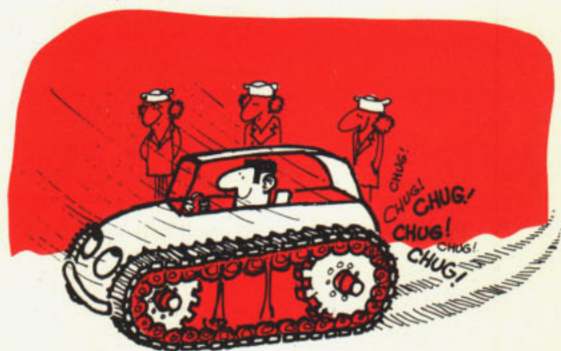
Another danger with snow is its high glare. On a bright sunny day this may fatigue your eyes or even temporarily blind you. Wear sunglasses. Ice and snow also add to poor visibility by building up on windshield wiper blades and making it impossible for them to do their job. The best thing to do is stop and clean them off by pulling the wiper arm away from the windshield and letting it snap back a few times.

• Night driving is not exactly "bad weather," but perhaps akin to it. *Dusk is the most dangerous time of day* because your eyes have not yet adjusted to the growing darkness and can easily play tricks on you. Objects seem to be farther away than they actually are; the sky is still light but on the road it may be dark; some drivers have headlights on, some do not; street lights are being turned on and there may be patches of glaring light and darkness; and children crossing the road are hard to see. Slow down at dusk and drive extra carefully. Use your low beams (*not* parking lights) because high beams, besides blinding oncoming drivers, add light to the sky's general brightness. High beams also make it difficult to see objects reflecting small amounts of light from the road.

When full darkness does arrive the dangers and

methods of driving change again. The main problem at night is seeing others while being visible yourself.

• Experts suggest you allow about 20 minutes for your eyes to adjust to darkness before setting out at night. They also say that oxygen or cool air is a good stimulant to help your eyes adapt to the dark, so open your window a little and leave it open while driving at night, (actually, one should *always* drive with at least



one window opened slightly). Make sure your windshield is clean inside and out; light coming through a dirty windshield scatters and vision is hampered. Also clean your headlight glass so they are most effective. Do not wear sunglasses after dark; they reduce glare from oncoming headlights, but that advantage is lost by cutting down your vision.

Reduce your speed after nightfall, first because it's more difficult to see, but your ability to see in darkness also is reduced by increased speed. Experts have found that the capacity to see and distinguish objects at night decreases by 20 feet with every 10 mph increase in speed. In other words, if you're traveling at 20 mph



A Vital Keynote ■ ■ ■

It's easier than ever to forget to lock your car—and there it sits, temptingly filled with packages, just waiting for a thief.

There is no guarantee that your car won't be stolen.

Still, a few good habits will minimize the possibility. These include always locking the car, even if it's left for only a few minutes; never leave the key in the ignition, even in your garage; and lock packages in the trunk instead of putting them in full view.

Avoid parking in isolated locations or dimly lit areas; thieves operate primarily after sunset. Be sure the windows are rolled up before the car is locked.

Stolen cars constitute a major hazard on the highways. Many of them are driven by frightened or inexperienced drivers who only add to the carnage as they flee from the law. Add to this the simple fact that many insurance policies don't pay off if the key was left in the ignition, and you may find it worth the effort to acquire good car safety habits.

you can see and identify objects 80 feet farther away than if you were driving at 60 mph. Therefore, "over-driving" your headlights can be risky.

- Another problem of night driving is headlight glare from oncoming cars. An approaching driver with high beams on can blind you for five to seven seconds, long enough to cause a serious accident. Avoid looking directly into oncoming headlights by guiding your car by the white shoulder line or curb. It's not a good idea to signal another driver to lower high headlights by flashing your high beams at him; it may startle him. Don't forget to lower your own high beams well in advance of oncoming cars, the other guy is having the same difficulty as you.

ing reductions and personnel shortages caused a reevaluation of the program in 1973 and it is now offered mainly at the initial points of entry to the Navy for all personnel under 26 years of age. Commands within CONUS, other than points of entry, may conduct the DDC if they wish; the Naval Safety Center will give support.

- Defensive driving is watching out for the other guy, driving with total concentration on the job, being alert to what other drivers and pedestrians are doing and being courteous. It is seeing the possibility of an accident in advance so that you can take proper action to avoid it.

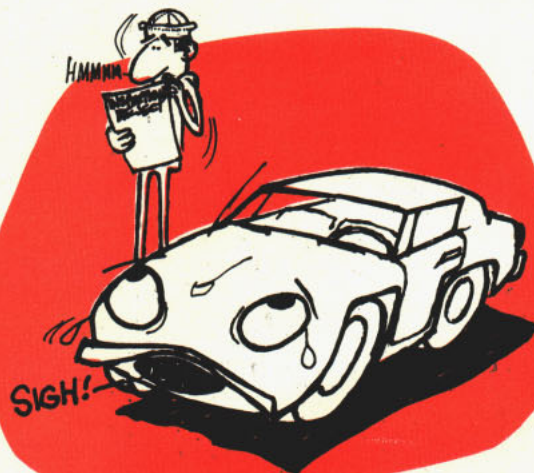
The most basic rule of defensive driving is to be alert. (→)



Headlight glare from following vehicles can be a problem as well. If your rearview mirror has a deflection feature, use it. Be careful though, as this causes difficulty in judging distances through the mirror of cars behind you. If your mirror does not have this feature, change its position to point the glare away, and do the same with side mirrors. When you need to use them move your head enough to make use of them.

Vehicle mechanical condition, speed and weather are all contributing factors to traffic safety, but *the greatest cause of accidents is still driver error*. Most people in this country have never taken a driving course and are self-made drivers. Many continue to make the same dangerous mistakes they "learned" in the beginning. This became evident to the National Safety Council and led them to develop the Defensive Driving Course (DDC) which is based on training techniques of the motor transportation industries. The eight-hour course is taught by instructors certified by the Council.

Contracting for the course in 1969, the Navy has used it throughout the Fleet and shore establishment. Fund-



Watch traffic ahead, to the sides and behind you. On the highway, look at least half a mile ahead; in the city, a block ahead. Closely watch the car directly ahead of you, keeping alert for changes in speed and direction. And, of course, don't follow too closely. Watch the sides for vehicles and pedestrians entering the road.

Checking the rear calls for glancing into the rearview mirror at least every five seconds, and also checking blind spots (most cars have them to the rear sides).

- Be extra alert to the rear when changing lanes. Before you move over, check rear and side mirrors, then turn your head quickly to see that the blind spot is clear. Put on your turn signal well in advance of moving over—just because you turn it on doesn't mean you can jump right over into the new lane; give the guy behind you a chance to see what you are about to do.

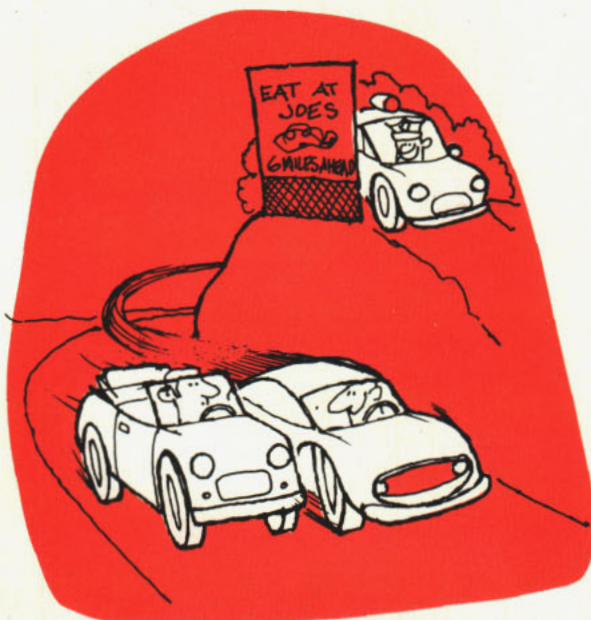
If watching all this at once seems like an impossible job, it really isn't. Scan the scene constantly, keep your eyes moving with no longer than two seconds on any one spot unless there is a dangerous situation developing. Don't sightsee. If you want to see the scenery, pull off the road. When talking to others in the car, watch the road and don't turn your head to look at them.

- When you want to stop do it gradually. Check your rearview mirror, give the proper turn signal, then gradually slow down. Wait until there is enough space between you and the car ahead so that if you should get hit from the rear you won't be slammed into the car in front. Flash your brake lights so the driver behind you knows what you are doing, then, when your speed is slow enough, pull quickly off the road—all the way off. Once off the road, gradually come to a complete stop. Before you get out of the car make sure no traffic is approaching from the rear and that you have enough room so you won't step into the path of a passing car.

- If, when stopping, your car starts to skid, turn your front wheels slightly into the direction of the skid. Don't

hit the brakes, they will only lock your wheels and reduce your control of the car. You might pump them slightly, but let the engine do most of the braking. If you do start to skid in the other direction, turn the steering wheel in that direction. This same technique should be used for skids on ice and snow.

- Passing presents its own problems of defensive driving. On two-lane highways the great danger is head-on collision, and you must be absolutely certain you have enough room to get around the car ahead of you in time to avoid a head-on. Remember, once you get into the opposite lane you and that oncoming car



are closing at twice your speed and when you hit, it's like slamming into a concrete wall at your *combined speeds*. When passing on divided highways (interstate) watch for cars coming up from behind, in the inside lane. Check mirrors and take a quick glance at your blind spot. If the way is clear, put on your turn signal, pull into the inside lane and pass. On both two-lane and divided highways wait until you can see the car you have passed in your rearview mirror, then put on your turn signal and move back into the right lane.

When another car passes you, keep well to the right and maintain a steady speed. If you see it's not going to make it around you in time to avoid an oncoming car, slow down and let it in, but check the car behind you and flash your brake lights to signal you intend to slow down. You might even switch on your hazard blinker signals.

- Freeway driving calls for some special skills. Things happen fast at freeway speed and you must be

extra alert. When getting on the freeway, use the acceleration lane to get up to traffic speed, look for an opening, put on your turn signal and then enter the main road at the same speed traffic is moving. Don't stop in the acceleration lane; slow down if you must, but don't stop and risk the possibility of a rear-end collision by a driver behind you who is looking at the approaching traffic.

If you approach an interchange with other cars entering the main stream of traffic, move into the middle lane and let them enter if you can, or at least slow down and let them in if you see they're not going to wait for you to pass.

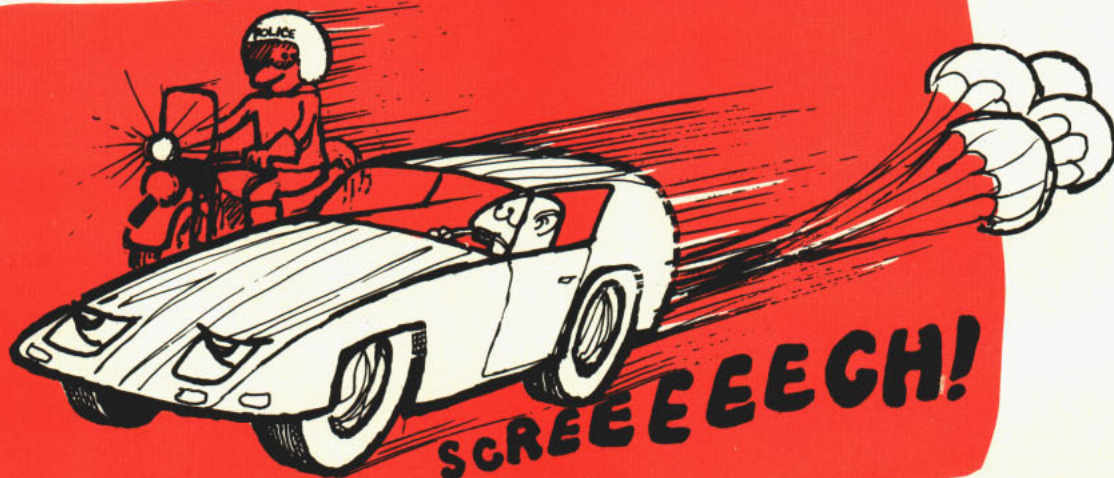
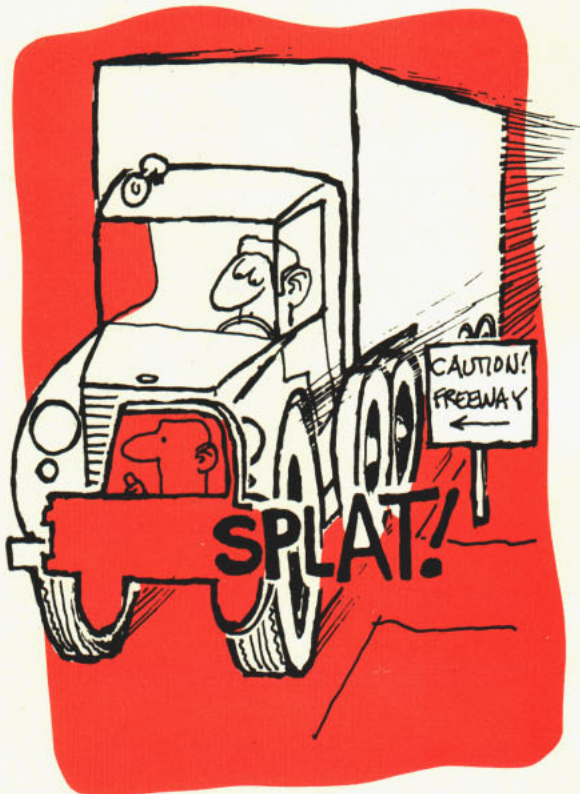
Once on the freeway, don't follow too closely or allow traffic to bunch. A sudden stop by one vehicle in a bunch (actually a "wolf pack") could cause a chain reaction accident. If you see you're getting too close to the car ahead, slow down gradually.

- The Two-Second Rule is a good way to learn to recognize safe following distance. Just watch the vehicle ahead of you pass some definite point in the highway, such as a tree strip. Then, count to yourself "one thousand and one, one thousand and two." That's two seconds. If you pass that same spot before you finish those words, you are following too closely. Of course, people cutting in and out of lanes constantly play havoc with this rule.

When you reach your freeway exit put on your turn signal well in advance, move into the deceleration lane, then gradually slow down. Do not exceed exit ramp speeds; ramps are often sharply curved and if taken too quickly could cause you to lose control of the car. It's also important to remember that once off the freeway it takes some time to adjust to the slower rate. Forty miles per hour feels like a crawl—watch your speedometer until you regain the feel of slower speeds.

Freeway exits are marked well in advance—know where yours is and watch for it. If you do miss your exit, *never* stop and back up to it. It's better to drive

on a few miles and take the next one than to get slammed in the rear by a 3000-pound car going 55 mph. Don't use median U-turns either; they're reserved for emergency and maintenance vehicles. You're taking a big chance if you use them because you have to slow down in the center, fast-traffic lane to get on them, and



you will be entering in the fast lane on the other side where oncoming drivers might not be looking for you.

- Another danger of freeway driving is "turnpike trance." After hours of steady, easy driving it's not hard to become sort of hypnotized so that you lose your alertness and reaction reflexes. To avoid this, keep your eyes moving, play your radio, open a window, and if you're supposed to wear glasses because of astigmatism, then put them on. Make frequent stops too, especially if you become tired.

- The greatest highway killer is alcohol. Drinking and driving don't mix! It's been said so many times it hardly seems necessary to repeat—but it is necessary since drunk drivers continue to kill themselves and others year after year. National statistics show that more than 50 per cent of all auto accidents with fatalities involve alcohol. *Last year, 35,000 Americans were killed in alcohol-related traffic accidents—that averages out to about 670 per week.*

How much alcohol is too much? Medically, one drink slows your reactions and affects your judgment, vision and alertness. Legally, in the state of Virginia for example, a blood alcohol content of 0.10 per cent means you're driving while intoxicated. That level isn't hard to reach. A 160-pound man drinking 86-proof whiskey or equivalent spirits within two hours after eating needs only four mixed drinks with one jigger of whiskey each,



A Car Bought Overseas Must Meet Safety Standards

Buying a car overseas has been a money-saving benefit to Navy members. For the unwary, though, it can lead to more expense and trouble than it's worth. Here are some thoughts to keep in mind when shopping for those new wheels overseas.

First, buying overseas isn't the bargain it used to be. Inflation, the stem of the gold flow, dollar devaluations and increased shipping costs have all taken a bite out of the bargain. But, if you shop around and take a few precautions, you might still save a few bucks. Remember, there's more than the original purchase to be considered.

One of the biggest expenses is getting that new car back to the states.

Foreign-manufactured cars purchased overseas will not be shipped to the states at government expense; you must pay. Government shipping is on a space-available basis and costs about \$250 (that rate may double soon). Civilian shipping costs even more.

If, however, you go overseas without having the government ship your car there, you can have a new



or one half bottle of wine (4/5 quart), or one six-pack of beer (12-ounce cans), to be legally intoxicated. Don't take these figures as gospel though; alcohol affects different people in different ways at different times. Just one-half of these quantities can raise your blood-alcohol level to the point where you can be affected by it and legal responsibility begins.

• Another safety factor constantly repeated, but often unheeded, is to use safety belts. Research by universities, auto companies, government agencies and police departments proves that more than 10,000 deaths, 85,000 severe injuries and countless minor injuries could be avoided each year if everyone "buckled up."

Here are some good reasons why:

• Safety belts will keep you from being thrown out of the car in a collision. The probability of death is five times greater if you're thrown from the car, and under any circumstances you're better off belted inside. In convertibles the danger of being thrown is greatest, and, since only one out of five accidents involves rolling over, safety belts still have the advantage.

• Safety belts will keep you from being thrown about inside the car. If you have your shoulder harness on, as you always should, you won't be slammed against the steering wheel, dashboard or windshield. Safety belts also keep little accidents from becoming big acci-

dents by keeping you in the driver's seat and in control of the car.

• Safety belts help reduce fatigue and keep you more alert. They improve posture and cause better breathing, less backache and less muscle tension. They also hold you upright so you can see better and give you a feeling of security and confidence so you can relax more.

Everyone in the car should wear seat belts, including those in the back seat and especially children. Infants under six months old should be strapped into a car-carry bed, firmly secured by lap belts. Children who are able to sit up by themselves should be belted in with special restraints or seats. Children over about five years old can use adult seat belts with a firm cushion under them for added height if necessary.

To be a safe driver then, remember these pointers:

- Keep your vehicle in good mechanical condition.
- Be alert, observe traffic laws and take your time.
- Don't drink and drive.
- Fasten your seat belts.
- Be courteous.
- Always be on the defensive.

Or, as one father told his teenage son during his first driving lesson, "Drive like everyone else on the road is a maniac behind the wheel and you'll stay out of trouble."

—JO1 Tom Jansing, USN

—Art by Mike Tuffli

U. S. car shipped to you and returned stateside when you are transferred home.

An imported foreign-made car must meet all current U. S. safety and emission standards. If it doesn't, it may be admitted to the country only after a bond has been posted providing it will be brought into conformity within 90 days after entry. The necessary modifications could be costly once the car is in the States. Foreign-made cars built for sale in Europe generally do not meet U. S. standards, but they can be ordered from the manufacturer with necessary U. S.-required equipment. The original manufacturer is required to affix a tag to the car certifying that it meets all specifications. If this tag is missing you must obtain a statement from the original manufacturer showing that the car was built to U. S. standards. If the car is brought into conformity after manufacture, a statement must be obtained from the person who made the alterations stating the extent of the work done. With both statements, a declaration must be filed when the car is brought into the States. Your transportation officer can advise you on what current U. S. standards are.

The European Exchange System (EES) does not sell European cars. But, any service member stationed in Europe under the NATO status-of-forces agreement may purchase a European car, motorcycle, trailer or late-model used car, tax-free through the Canadian Forces Base, Europe (CFBE). Dealers under contract to CFBE are often located near major U. S. military bases. CFBE charges a processing fee of \$35 for cars and \$20 for motorcycles and trailers, but this is more than offset

by the tax saving. CFBE dealers also give discounts on some European models.

Buying an American-made car is much easier. U. S. auto manufacturer representatives operate new-car sales offices at almost every major military installation. Some even have demonstrators and new cars on display.

These overseas representatives offer discounts on all new cars as well as on most accessories and optional equipment. However, even with the discount, it is often possible to beat their price by buying from stateside dealers late in the model year. The overseas price remains the same year-round.

Before you sign a contract to buy any car overseas, read it carefully and have your legal assistance officer check it. In Europe, the EES distributes a booklet entitled "New Car Sales Program." Get a copy and read it. It will tell you how to place an order, delivery times, special ordering, stateside delivery, financing and other important facts.

If you plan to use the car overseas, find out how much your insurance will cost before you buy. Because of the extremely high accident rate overseas, insurance is generally more expensive than in the States. Don't buy a car then find out you have overextended yourself financially because of unexpectedly high insurance premiums.

You can still get that car of your dreams overseas for less, but before you buy, take a close look at the pros and cons. You may discover it's not such a bargain after all.

STATE AUTO LAWS FOR THE NAVY TRAVELER



An automobile is unquestionably a great convenience but, for a family on the move, one, two, three or more motor vehicles can also be a pain when their owner tackles state laws governing them.

Each change of duty station usually means a transfer to a new state. If you have only yourself and your car to worry about, life is simpler. If you're married, however, matters can become complicated and Navy men beginning an unaccompanied tour overseas may feel they are hopelessly entangled in red tape.

Nearly every locality has devised a set of rules governing automobiles which vary slightly from adjacent areas. These rules, however, aren't as bewildering as they might seem at a glance for they, at least, follow a pattern of sorts.

On these pages, we have attempted to isolate a central theme in the automobile laws which may be significant when you move from one political jurisdiction to another. Once you have established which is your domicile and which is your duty station (more on that later) you can consult the table at the end of this article for the variations on the theme. We have tackled only the laws of the 50 states and the District of Columbia. We have also avoided regulations pertaining to trucks, trailers, motorcycles and other motor vehicles.

One point of considerable importance is that of registration. Loosely defined for this discussion, auto registration refers to the necessary legal steps taken to establish the fact that a car is yours and is licensed to be driven for a given period of time. This usually is done by presenting a bill of sale or a certificate of title to the proper authorities who thereupon "register" the car in your name.

If you don't pay cash for your car, the lender who makes up the difference between your down payment and the full price of your auto may hold a lien on the car until your loan is paid, whereupon he turns the title over to you. To establish your ownership of the car, you are given a bill of sale.

A word of caution here: A car without a valid bill of sale or title is almost worthless. You can't buy license tags, nor can you sell it. You're stuck with a conveyance you can't drive on a public highway.

Customarily, you apply for your license tags at the same time you register your car and, after a few days' wait (if not immediately), you receive tags and a new registration certificate. This certificate generally must be carried in the car or on your person whenever the

car is driven. It must be available to inspection by competent authority upon demand.

All states require that you pay a license and registration fee or tax but this amount fluctuates wildly from state to state. The fact that you registered your car is indicated by the issuance of new license tags and a new registration card. On a given date, which also varies from state to state, the validation of the old tags expires and the new tags become current. These dates are shown on a table which follows. Some states have a grace period between the actual expiration date and the time the new tags must be on your car. The latter date is shown on the table.

So far, the procedure has been comparatively simple; the complications begin when determining where you legally reside while you are in the military service. There's a big legal difference between "residence" and "domicile."

At the risk of oversimplification, you may consider your state of residence as the state in which you are currently living. From now on, we'll refer to it as your "duty state." In the course of your naval career, it is probable that you will have a number of duty states and one of them may be your domicile.

Your domicile is the state which you consider to be your permanent home and to which you intend to return. This may, but need not be, the same as your duty state. The Soldiers' and Sailors' Civil Relief Act ensures that you will have a domicile. You can take action to change your domicile but you can't be deprived of it just because you are on active duty with the armed services. No matter how long you may be physically absent from this domicile, it is still yours until you designate another domicile. Change can be effected by voting, paying taxes, transferring your savings and various other considerations—including registering your automobile in the new state.

It is legally impossible not to have a domicile and it is equally impossible to have more than one domicile. From now on, we are going to call your domicile your "home state."

Now that we've disposed of the preliminaries, let's get back to the subject of registration. According to JAG, "A serviceman who has not registered his car and obtained license plates under the laws of his home state may be required by a duty state to register and license the car under its laws." This opinion was based upon a Supreme Court clarification of portions of the Soldiers' and Sailors' Civil Relief Act.

This means that, when you are ordered to duty outside your home state, you may, if you wish, consider yourself a resident of the duty state for purposes of motor vehicle registration and driver's license. However, if you have current auto registration and driver's license from your home state, you may not be compelled to acquire them in your duty state.

The tabulated information following this article, beginning on page 32, has been excerpted from the 42nd edition of the Digest of Motor Laws, published by the American Automobile Association, the copyright owners. The Association has authorized publication of this material in ALL HANDS.

Here, you may find it convenient to note that many states have special laws which accommodate servicemen who are domiciled in that state, but are temporarily absent on active duty. Such laws may, for example, provide extensions of time or reductions of fees when it is difficult for you, because of your absence, to comply with your home state's motor laws within the time prescribed for other residents. Again, however, you usually have the choice of registering your car in your home state or in your duty state. Generally, you may not register it in some third state.

Also:

- Your car registration must be renewed annually. Deadlines vary from state to state.
- If you register your car in your home state, all the necessary fees, licenses and taxes must be paid to that state. You can't pick and choose which laws you will follow in your home state and which you will observe in your duty state.
- Your operator's permit (driver's license) must be kept up to date.
- If you use license plates and driver's license from your home state, your duty state may require you to display a special tag or sticker which usually is free or available for a small handling charge.
- If you register your car in your duty state, generally you must comply with all local registration laws,

obtain a driver's license from that state, and meet inspection, insurance and other requirements.

Although the Soldiers' and Sailors' Civil Relief Act offers you some protection in regard to motor vehicle laws, it does nothing for your dependents. Your wife, for example, may be required to obtain a driver's license in your duty state, even though the family car bears the registration of your home state.

Of course, it is general practice among the states to permit nonresident drivers to use the highways of a state for a certain period without requiring them to register their vehicles in the state, but there's a time limit which also varies.

In short, if the car is registered in your wife's name (or your offspring's name) and if she lives with you in your duty state, she usually must obtain a driver's license and register the car locally within a limited period. The same may apply if the car is jointly owned.

State laws also generally require motorists involved in an accident to file a report. Most states have established a minimum damage cutoff point at which the accident need not be reported to the police but, as this amount is usually quite small, for all practical purposes it means reporting any accident.

Where death or injury is involved, it is, of course, absolutely necessary to notify the local police, sheriff or highway patrol by the quickest means available.



Under no circumstances should you leave the scene of a major accident without having notified the proper authorities.

Further, when death, injury or property damage is involved, the financial responsibility laws of most states require that separate reports be filed within a specified period so that security may be posted for claims arising out of the accident.

You are strongly advised to learn your legal obligations in connection with accident reporting. It usually is not good to rely on the other driver to make the report or to call the police to investigate at the scene of the accident.

You also should understand the financial responsibility laws which apply to liability for damage due to negligent driving. Basically, there are three types of laws now in force throughout the United States. These do not include the "no fault" laws such as Michigan, Maryland and certain other states now have and which may become more widespread in the near future.

- Security-type laws require that, following the report of an accident, each driver or owner of the vehicles involved must prove his ability to pay any damages which may be charged to him in litigation or negotiations which follow the accident.

- Future-proof laws usually require that a similar showing of financial responsibility be made by persons who have been convicted of certain serious traffic violations or who have failed to pay a judgment against them for damages arising out of an accident.

- Compulsory-insurance laws require that you annually file proof of financial responsibility before and as a condition of vehicle registration.

In all three types of laws, the penalty for failure to comply usually is suspension of the driving privilege and vehicle registration of the persons involved.

Minimum requirements of financial responsibility usually are expressed in terms of the amounts applicable to death or injury of one person, death or injury of more than one person and property damage, in that order. For example, the amounts might be \$5000/\$10,000/\$5000, respectively. This responsibility usually is taken care of by an insurance policy.

One other aspect of financial responsibility laws might well be considered here. "Arrest bond certificates" or similar certificates are available through various automobile associations and are honored in many states. Briefly, this is how the plan works:

You post your membership card and "arrest bond certificate" with the court. You then may leave the jurisdiction of the court and, if you choose to appear for trial, your membership card and certificate are returned to you or your automobile club. However, if you elect to forfeit your bond and don't appear for trial, the court notifies the automobile club. The club then arranges to pay the forfeit and, in return, receives your membership card from the court. You then reimburse the automobile club for the amount spent in your behalf and your membership card is returned to you.

State tax laws usually are based on the taxpayer's residence or "presence" in a state. This is the primary reason Section 514 of the Soldiers' and Sailors' Civil Relief Act was written, to protect you from being taxed by two or more jurisdictions in one year. Under the

Relief Act, sole rights to tax your military pay and your property remain with your home state when you are absent from that state to comply with military orders.

With regard to auto registration in a duty state, you are protected from some local taxes but, generally, you must pay any non-revenue-producing tax which qualifies as a license, fee or excise.

But remember, if you own a car jointly with your wife, it usually must be registered in your duty state (assuming that's where you live). And, though it's true that the domicile (home state) of your wife generally is the same as your own, she is considered a separate entity for tax purposes. Therefore, she may be liable for taxes when you are not. Her share (or perhaps all) of jointly owned property, therefore, may be taxed locally.

In other words, personal property taxes, sales taxes and some other kinds of tax may be applicable to your dependents, but not to you. This means that if your wife has an income or owns property in her own right (such as an automobile) she may be liable for taxation in your duty state.

Here's a tip regarding taxation and tax authorities—it is quite possible that you may be questioned by the authorities of your duty state concerning your tax liability. Don't consider that your integrity is being attacked if you are asked to prove you are not domiciled in a state. Cooperate and, if you feel you are being subjected to taxes you shouldn't be required to pay, contact your local Judge Advocate or Legal Assistance Officer.

Now for the answers to some most-asked questions on state auto laws. Here's a table based on the 1975 "Digest of Motors Laws" (Forty-Second Edition) of the American Automobile Association. Before you check the table, please note the following:

- Registration—Expiration dates shown include periods of grace (if any) observed in some states.

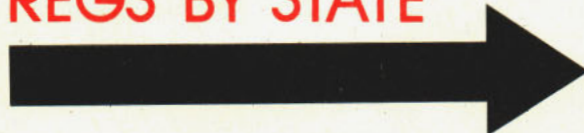
- Driver's Licenses—Unless otherwise indicated, the renewal fee is the same as the original license fee.

- Accident Reports—All states require that the local police, sheriff or highway patrol be notified immediately of any accident which involves death or personal injury. You must also report an accident if property damage exceeds the amount shown in a given state.

- Liability—Minimum requirements of financial responsibility (which generally means how much auto insurance coverage you must have) are shown in abbreviated amounts applicable to (1) death or injury to one person, (2) death or injury to more than one person and (3) property damage. For example, 10/20/5 means (1) \$10,000, (2) \$20,000 and (3) \$5000.

—Robert Neil

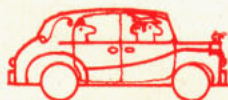
DIGEST of AUTO REGS BY STATE



DIGEST OF STATE AUTO REGS *

State	Registration Expires (Includes Grace Period)	Registration Fee (Auto)	Driver's License Valid For	Driver's License Fee	Auto Inspection	Report Accident If Damage	Minimum Liability
ALABAMA	15 Nov	\$13 plate; \$1.00 issue	2 years	\$4.25; (\$4.50 in Jefferson Co.)	No state; city may	\$50	10/20/5
ALASKA	31 May	\$30; \$15 after 1 Dec	3 years	\$5	State police may at roadside.	\$100	15/30/5
ARIZONA	Staggered	\$8.00	3 years	\$5	No	\$100	15/30/10
ARKANSAS	Staggered	\$12 to \$26 by weight	2 years	\$6	Annual	\$50	10/20/5
CALIFORNIA	31 Dec	\$11	4 years	\$3.25	Spot check; See note.	\$200	15/30/5
COLORADO	28 Feb	By weight; \$7.50 min	3 years	\$2.25	Annual \$5.50	\$100	15/30/5
CONNECTICUT	Staggered	\$15; \$7.50 after 6 mos.	2 years	\$0.35 per month w/max. of \$2 for 6-month period. \$5 for exam. \$8 for renewal	Annual Voluntary; also spot checks	\$400	20/40/5
DELAWARE	Staggered	\$20, one year; \$11, six months	4 years	\$10	Annual No fee	\$250	10/20/5
DISTRICT OF COLUMBIA	31 Mar	\$30.50—\$50.50 by weight. One-half reduction after 1 Oct	4 years	\$12	Annual, \$3	"Material damages"	10/20/5
FLORIDA	20 Aug	\$13.50 to \$36.00; by weight	2 years	\$6.00	Annual, \$3	\$100	10/20/5
GEORGIA	1 Apr	\$3 to \$15; by weight and age	4 years	\$4.50 to \$8.50	Annual, \$3	\$100	10/20/5
HAWAII	31 Mar	¾ cent per lb. net weight; \$2 plate	2-4 years depending on age	\$2, 2 yrs \$4, 4 yrs	Annual for vehicles under 10 years old. 6 mos. for others.	\$100	10/20/5
IDAHO	Staggered	\$7.20 to \$18.00; by age	3 years	\$7	Annual, \$2	\$100	10/20/5
ILLINOIS	31 Dec	\$18 to \$30; by horsepower	3 years	\$8	Trucks only	\$100	10/20/5

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Notes:

State

Nonresident must register vehicle in Ala. 30 days from date of entry. No special licensing arrangements for resident Navymen.

ALABAMA

Nonresident must register vehicle if stay exceeds 90 days.

ALASKA

Nonresident must register vehicle if children are in public school. Resident Navymen may use driver's license 90 days after discharge.

ARIZONA

Nonresident must register vehicle within 10 days after he becomes employed.

ARKANSAS

Nonresident may drive w/valid home state registration until it expires. Grace periods not honored. Navyman w/valid driver's license on entry into service may use license until 30 days after honorable discharge while absent from state unless license suspended or revoked. No vehicle inspection required of servicemen.

CALIFORNIA

Nonresident must register vehicle within 30 days after becoming Colorado resident or becoming gainfully employed in state. Nonresident servicemen on duty may retain the current vehicle registration from any other state. Nonresident on active duty and spouse may drive in Colorado with a valid home state driver's license. Colorado servicemen on duty outside state when driver's license expires granted an extension for 3 years or until 90 days after their return to state, whichever is first.

COLORADO

Servicemen stationed in state may operate vehicle with out-of-state plates. Servicemen residents of Connecticut at time of induction will be issued free driver's licenses while on active service and for one licensing period after discharge. Nonresident servicemen in state may use out of state valid driver's license.

CONNECTICUT

Nonresident must register vehicle if employment is accepted or places his children in Delaware schools, or if residence is established. Must secure registration within 90 days after establishing residence. Driver's license must be acquired within 90 days of establishing residence in state. Serviceman having Delaware driver's license at time of entry into service may drive on his expired license until 90 days after discharge provided license hasn't been revoked or suspended and serviceman is not incapacitated.

DELAWARE

Nonresident must register vehicle at expiration of time allowed by reciprocity agreement with home state. If a serviceman, on a duty station outside the District was a resident of the District when his driver's license was issued, then that license is valid for an additional 6 years after date of expiration if he remains in service outside the district provided he applies each 4-year renewal period for such extension.

DISTRICT OF
COLUMBIA

Nonresident must obtain registration within 10 days upon obtaining employment or placing children in school. Vehicles owned by servicemen stationed in state may be operated on home state registration. Florida servicemen may renew driver's license, without exam or delinquent fee, upon presentation within 90 days after discharge.

FLORIDA

Nonresident may stay in Georgia on reciprocal basis for 30 days. Serviceman stationed in state may maintain out-of-state registration.

GEORGIA

Nonresident must register vehicle 10 days after arrival. Nonresident can apply for permit free of charge to operate his motor vehicle up to expiration date of his state registration. Serviceman on active duty in Hawaii may maintain home state vehicle registration. Resident serviceman's driver's license, issued before 1968, is valid until 30 days after discharge unless earlier revoked or suspended.

HAWAII

Serviceman stationed in state may maintain out-of-state registration, driver's license. Servicemen claiming Idaho residence will have their licenses automatically renewed for 3 years or until 60 days after honorable discharge.

IDAHO

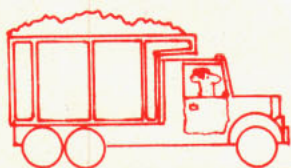
Nonresident must register vehicle at time granted by reciprocity agreement w/home state. Residents serving in armed forces outside CONUS need not obtain driver's license within 45 days after return to CONUS.

ILLINOIS



DIGEST OF STATE AUTO REGS

State	Registration Expires (Includes Grace Period)	Registration Fee (Auto)	Driver's License Valid For	Driver's License Fee	Auto Inspection	Report Accident If Damage	Minimum Liability
INDIANA	Staggered	\$12.25; half after 1 Aug	4 years	\$5	Annual	\$100	15/30/10
IOWA	31 Jan	\$5 minimum	4 years in most cases	\$5 for 2 years; \$10 for 4 years	At first Iowa registration & on transfer	\$100	10/20/5
KANSAS	Staggered	\$10 to \$20; by weight. Fees reduced semi-annually	4 years	\$6	Voluntary	\$200	Has no-fault insurance law.
KENTUCKY	1 Mar	\$11.50; plus \$1 clerk's fee	2 years	\$3	Annual	\$200	10/20/5
LOUISIANA	Every 2 years	\$6; \$3 after 1 Dec	2 years	\$3.50 to \$11	Check local requirement.	\$100	5/10/1
MAINE	28 Feb	\$15; \$7.50 after 1 Nov	2 years	\$5	Every 6 mos., \$2	\$200	20/40/10
MARYLAND	31 Mar	\$20 or \$30; by weight	2 years	\$10 orig. \$2 renewal	On resale or transfer	\$100	20/40/5
MASSACHUSETTS	Staggered	\$6	4 years	\$10 orig. \$3 exam; \$10 renewal	Twice each year, \$2	\$200	5/10/5
MICHIGAN	31 Mar	55¢ per 100 lbs. vehicle weight; \$12 minimum. One-half after 1 Oct.	3 years	\$6 orig.; \$4.50 renewal	Spot check	\$200	No-fault insurance law.
MINNESOTA	31 Dec	By weight and age.	4 years	\$5.50	Cities may; also spot checks	\$100	10/20/5
MISSISSIPPI	31 Oct	\$10 to \$20; by weight	2 years	\$5	Annual, \$2.50	\$100	10/20/5
MISSOURI	Staggered	\$5.50 to \$38; by horsepower	3 years	\$3	Annual, \$3.50	\$100	10/20/2
MONTANA	15 Feb	\$5.50 or \$10.50; by weight.	4 years	\$8	Required	\$250	10/20/5



Notes:

State

Nonresidents must register upon establishing residence or after residing in state 60 days. Servicemen on active duty in Indiana may maintain vehicle registration in another state. Indiana servicemen on duty out of state may receive Indiana vehicle registration upon request. Resident servicemen given special extension of period of validity of driver's license for as long as 4 years after entry into service or until 30 days after discharge.

INDIANA

Nonresidents must register upon becoming permanently employed. Otherwise, period of stay is reciprocal. Nonresident servicemen on active duty in Iowa may maintain vehicle registration in another state. Expiration date of a serviceman's driver's license held on entry into service extended without fee for 6 months following honorable discharge provided he is not incapacitated.

IOWA

Nonresidents may use valid home state registration on reciprocal basis. Servicemen on active duty in Kansas may maintain vehicle registration in home state. Kansas servicemen on duty out of state may apply for registration at any time without penalty fee. Servicemen on active duty in Kansas may use home state driver's license provided home state registration is maintained.

KANSAS

Nonresidents must register in Kentucky upon expiration of time granted by reciprocity agreement. Same with driver's license. Kentucky military license good for 6 years or till discharge. Issued on assignment. Fee \$3.

KENTUCKY

Vehicle must be registered if employment is obtained. Nonresident's driver's license honored on reciprocal basis. Valid home state license may be used by visitor for 90 days. La. serviceman's license remains valid during his stay in service and 60 days after discharge.

LOUISIANA

Nonresident must register vehicle at expiration of time granted by reciprocity agreement with home state. Nonresident driver's license honored on reciprocal basis. Driver's license of resident servicemen honored for 30 days after honorable discharge. Resident servicemen on active duty may be licensed without payment of any fees upon request.

MAINE

Nonresident's license honored for 120 days on reciprocal basis. License must be obtained upon employment or establishment of residence; operator's license must be secured within 30 days. Servicemen with valid Maryland license at time of entry into service may use such license while in service and for 30 days after discharge or reassignment within state. Nonresident servicemen and their dependents may retain home state driver's license if they maintain home state registration.

MARYLAND

Nonresident must register at expiration of time granted by reciprocity agreement with home state. Public liability insurance required after 30 days with certificate or policy kept in car. Servicemen on active duty in Mass. may retain vehicle registration in home state. Servicemen whose driver's license expired while in military service may operate on this license until 60 days after honorable discharge. Nonresident servicemen may use driver's license of state of legal residence if home state extends expiration date.

MASSACHUSETTS

Nonresident visitor must register vehicle after 90 days on reciprocal basis. Serviceman on active duty in Michigan may maintain out-of-state registration. Resident serviceman's license valid until 30 days after first military leave or discharge following expiration. Nonresident servicemen may use home state driver's license.

MICHIGAN

Nonresident must register on reciprocal basis. Servicemen on active duty in state may maintain out-of-state registration. Nonresident may operate vehicle in Minnesota on home state driver's license. Operator's permit must be purchased within 60 days after residence is established. Resident serviceman's license valid until 90 days after discharge. Nonresident servicemen may use home state driver's license.

MINNESOTA

Nonresident must register vehicle within 30 days. Nonresident (except servicemen) must obtain driver's license after 60 days. Servicemen may renew driver's license upon return from service with payment of regular fee.

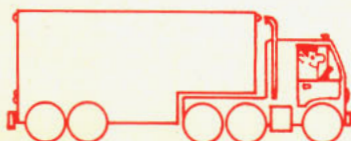
MISSISSIPPI

Servicemen on active duty in state may maintain out-of-state vehicle registration. Nonresident driver's license honored on reciprocal basis. Missouri servicemen may renew driver's license by mail if on duty outside state. May also apply for new license without examination within 60 days of discharge.

MISSOURI

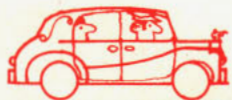
Nonresident must register vehicle if employed in state or children are in school. Servicemen having valid Montana license upon entry into service may use such license until 30 days following honorable discharge. Servicemen operating government vehicle on official business don't need a Montana driver's license.

MONTANA



DIGEST OF STATE AUTO REGS

State	Registration Expires (Includes Grace Period)	Registration Fee (Auto)	Driver's License Valid For	Driver's License Fee	Auto Inspection	Report Accident If Damage	Minimum Liability
NEBRASKA	28 Feb	\$15; \$7.50 after 1 Jul	4 years	\$1.50 per year	Annual	\$250	15/30/10
NEVADA	Staggered	\$7.50	4 years	\$5	No.	Report all accidents.	15/30/5
NEW HAMPSHIRE	31 Mar	By weight; \$15 minimum	4 years	\$12	Twice each year	\$300	20/40/5
NEW JERSEY	Staggered	\$12 to \$30; by weight	1 year to 3 years	1 year, \$4; 3 years, \$11.	Annual	\$200	15/30/5
NEW MEXICO	2 Mar	By weight and age; \$8 to \$36	2 years	\$3.25, plus 50¢ admin. fee	Twice each year, \$1	\$100	10/20/5
NEW YORK	Staggered	By weight; \$12 minimum	4 years	\$5	Annual, \$3	\$200	10/20/5
NORTH CAROLINA	15 Feb	\$14; quarterly reductions.	4 years	\$3.25	Within 10 days of registration	\$200	15/30/5
NORTH DAKOTA	31 Mar	By weight and age; \$11 minimum.	2 years	\$3	No	\$200	10/20/5
OHIO	By first letter of last name: A-K, 30 Apr; L-Z, 31 May.	\$10.50; Half reductions granted	4 years	\$5	Spot check	\$150	12.5/25/7.5
OKLAHOMA	31 Jan	By price and age; \$7.15 minimum	2 years	Original, \$8; renewal, \$6	Annual, \$2	\$100	5/10/5
OREGON	Staggered	\$20	2 years	\$4	Spot check	\$200	10/20/5
PENNSYLVANIA	31 Mar	\$14; \$16 for station wagon. Periodic reduction.	2 years	\$4	Twice each year	\$200	10/20/5
RHODE ISLAND	31 Mar	\$10 to \$33; by weight; reduced quarterly	2 years	\$8; \$5 for exam	Annual, \$1; also spot checks	Report all accidents	10/20/5
SOUTH CAROLINA	30 Nov	By weight \$4.00 minimum	4 years	\$2	Annual	\$100	10/20/5



Notes:

State

Nonresident must register vehicle in state at expiration of time granted by reciprocity agreement with home state. Nonresident driver's license honored for 30 days' continuous residence. Drivers' licenses of servicemen and spouses good until 60 days after discharge.

NEBRASKA

Nonresident must register and have vehicle inspected within 45 days after establishing residence. Servicemen on active duty may maintain vehicle registration in home state. Nonresident servicemen may use out-of-state driver's license if vehicle is registered in another state.

NEVADA

Nonresident must register at end of reciprocity agreement with home state. Also if nonresident finds employment or enters children in school. Nonresident driver's licenses honored on reciprocal basis.

NEW HAMPSHIRE

Registration and driver's license must be obtained within 60 days after residence is established. Servicemen with valid New Jersey license at time of entry into service may drive on it until 90 days after discharge. Evidence of discharge must be in driver's possession.

NEW JERSEY

Nonresident plates good for 90 days. Vehicle must be registered 30 days after residence established. Nonresidents permitted to use home state operator's license.

NEW MEXICO

Vehicle must be registered within 30 days after residence is established. Nonresident drivers' licenses honored on reciprocal basis. Those in service after 6/25/50 may continue to use license for 6 months after expiration of New York State Defense Emergency Act, or the holders' separation from service, whichever comes first.

NEW YORK

Nonresidents must register vehicle at end of period granted by reciprocity agreement. Servicemen on active duty in state may maintain home state registration. Nonresident operator's license honored. Servicemen stationed outside state may renew N.C. driver's license by mail within 1 year from expiration. Application must be endorsed by CO or other authorized person and have doctor's certificate as to physical condition.

NORTH CAROLINA

Nonresidents must register vehicle when residence is established or employment is obtained. Driver's licenses honored 60 days after residence is established. Nonresident servicemen properly and currently licensed in home state not required to obtain operator's license in North Dakota. Resident North Dakota service men, driver license valid for 30 days after discharge.

NORTH DAKOTA

Nonresident registration on a reciprocal basis. Servicemen on active duty in state may maintain out-of-state vehicle registration. Nonresident serviceman and family may use home state driver's license. Resident servicemen with valid license when entering service need not renew license until six months after discharge.

OHIO

Vehicles from out-of-state to be domiciled in Oklahoma must be registered immediately. Servicemen on active duty in Oklahoma may maintain home state vehicle registration. Nonresident servicemen on active duty may register any vehicle (except commercial) for annual fee of \$13.50. Nonresident serviceman may use home state driver's license. Vehicle may be registered in home state or in Oklahoma.

OKLAHOMA

Nonresident need not register until current registration expires. Serviceman on active duty in Oregon may maintain out-of-state registration. Nonresident's driver's license honored. No special licensing arrangements for resident servicemen.

OREGON

Nonresidents must register vehicle at expiration of time granted by reciprocity agreement with home state. Servicemen on active duty in Pennsylvania may maintain out-of-state vehicle registration. Nonresident servicemen may use home state driver's license regardless of state in which vehicle is registered. Servicemen with valid Pennsylvania license on induction may use license without renewal while on active service. Application for renewal must be made within one year of discharge.

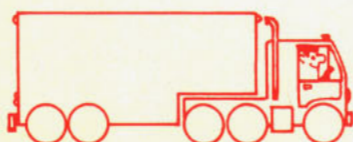
PENNSYLVANIA

Nonresident registration honored on reciprocal basis unless vehicle is used for business purposes. Servicemen in Rhode Island may maintain out-of-state registration. Nonresident's driver's license honored on reciprocal basis. Resident serviceman may secure special operator's license issued in exchange for valid R. I. license at no cost. Special license good for term of service and 30 days thereafter. Nonresident serviceman may use home state driver's license if home state vehicle registration is maintained.

RHODE ISLAND

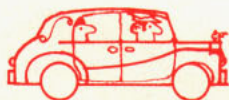
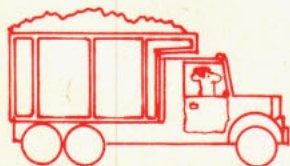
Servicemen on active duty in S. C. may maintain out-of-state vehicle registration. Nonresident permitted to hold home state operator's license indefinitely as long as he maintains a permanent residence address in state or county in which he holds a valid and current operator's license. Servicemen permitted 90 days to renew, without examination, a S. C. driver's license that expired while in service. Out-of-state serviceman holding a valid driver's license issued by resident state permitted to drive in South Carolina.

SOUTH CAROLINA



DIGEST OF STATE AUTO REGS

State	Registration Expires (Includes Grace Period)	Registration Fee (Auto)	Driver's License Valid For	Driver's License Fee	Auto Inspection	Report Accident If Damage	Minimum Liability
SOUTH DAKOTA	31 Mar	\$13 to \$65; by weight and age. Periodic reductions.	4 years	\$5	Annual	\$250	15/30/10
TENNESSEE	15 Apr	\$17.75 Court clerk fee 75¢	2 years	\$4	Certain cities	\$200	10/20/5
TEXAS	1 Apr	By weight; \$12.30 minimum prorated quarterly.	4 years	\$7	Annual, \$2; also after accident	\$25	10/20/5
UTAH	28 Feb	\$5 plus \$1.25 driver education fund	4 years	\$5	Annual or semiannual \$3.25 max.	\$100	15/30/5
VERMONT	28 Feb	\$32; periodic reductions	2 years	\$6	Twice each year	\$100	10/20/5
VIRGINIA	Staggered	\$15 or \$20 by weight	4 years	\$9	Every six months, \$3	\$250	20/40/5
WASHINGTON	31 Dec	\$9.50 plus 2 per cent excise tax annually	2 years	\$5.50 license; \$2 examination	Spot check	\$100	15/30/5
WEST VIRGINIA	Staggered	\$20 to \$30 by weight	4 years	\$5	Annual, \$3.50	\$100	10/20/5
WISCONSIN	Staggered	\$18.15	2 years	\$6.50; \$2 driver test; \$4 renewal	Spot check	\$200	15/30/5
WYOMING	1 Mar	\$7.50; periodic reduction	3 years	\$2.50	Annual, \$2	\$250	10/20/5



Notes:

State

Nonresident must register vehicle within 60 days on reciprocal basis. Servicemen on active duty in South Dakota may maintain home state vehicle registration. Contact Dept. of motor vehicles for details and requirements concerning resident serviceman's driver's license. Nonresident serviceman may use home state driver's license if home state registration is retained.

**SOUTH
DAKOTA**

Nonresident employed in Tennessee must register after 30 days. Resident servicemen with valid Tennessee licenses on entry into service may use license until 60 days after honorable discharge. Licensee must have discharge or separation papers in immediate possession. Nonresident servicemen and dependents may use home state drivers' licenses if home state vehicle registrations are retained.

TENNESSEE

No special licensing arrangement for resident servicemen. Servicemen on active duty in Texas may maintain home state vehicle registration. Nonresident's operator's license honored for 30 days after residence is established. Nonresident servicemen and members of immediate family may use home state driver's license. Validity of Texas servicemen's licenses extended for 90 days after discharge or return to Texas.

TEXAS

Serviceman on active duty in Utah may maintain home state vehicle registration. Out-of-state vehicles require state safety inspection. Servicemen having Utah license at time of entry into service may use such license until 90 days after discharge. Nonresident servicemen may use home state driver's license.

UTAH

Nonresident must register vehicle at expiration of time provided by reciprocity agreement with home state, but not to exceed 6 months. If employment is accepted, registration is required after six months. Servicemen on active duty in Vermont may maintain out-of-state vehicle registration. Nonresident operator's license honored on reciprocal basis but not to exceed six months. Serviceman who is resident of Vermont with valid license when entering service may continue to use license until 30 days after discharge. However, the license must be renewed four years from date of expiration. Nonresident serviceman may use his home state driver's license.

VERMONT

Nonresident temporarily domiciled and engaged in gainful occupation for 60 days or more is required to secure license plates. Serviceman on active duty in state may retain vehicle registration in home state. Persons temporarily employed and temporarily residing in Virginia may lawfully operate motor vehicles in Virginia on home state driver's license for 60 days. Operator's licenses of Virginia servicemen on active duty outside state valid until six months after discharge. The extension shall not exceed four years from date of expiration of license. Nonresident serviceman and spouse may use home state drivers' licenses if home state vehicle registration is maintained.

VIRGINIA

Nonresident must register vehicle after expiration of time granted by reciprocity agreement, 60 days. Nonresident servicemen on active duty in Washington may maintain home state registration or they may obtain a Washington license without payment of excise tax. All vehicles from non-title states must be inspected by the state patrol before licensing in Washington. Nonresidents may use out-of-state drivers' licenses. Nonresident servicemen may use home state license with either home state registration or Washington vehicle registration. Resident serviceman may use license until 90 days after honorable separation from service.

WASHINGTON

Nonresident must register in West Virginia if stay exceeds 30 days. Serviceman on active duty in state may maintain out-of-state vehicle registration if registered in state of residence. Will not accept military license. Nonresident is permitted to use home state driver's license for 30 days. Serviceman with valid West Virginia license upon entry into service may use such license until six months after honorable discharge. Nonresident servicemen may use home state operators' licenses.

**WEST
VIRGINIA**

Nonresident must register vehicle in state at expiration of time granted by reciprocity agreement with home state. Serviceman may get refund for unexpired registration year if vehicle is taken out of operation upon entry into active service. Application for refund must be made before entry into service. Serviceman on active duty in Wisconsin may maintain out-of-state vehicle registration. Nonresident operator's license honored on reciprocal basis. Servicemen with valid Wisconsin license on entry into service, whose driver's license expires while in service, may apply for renewal license for \$4 fee. Nonresident serviceman may use home state driver's license.

WISCONSIN

Nonresident must register vehicle in Wyoming 30 days from date of entry. Serviceman on active duty in Wyoming may maintain out-of-state vehicle registration. Nonresident may use home state operator's license. Resident servicemen temporarily out of state may obtain special license valid without photo. Expiration dates of current driver licenses of resident Navy personnel and dependents residing with the Navy person may be extended for three years. Nonresident servicemen may use home state driver's license. Special license available for residents temporarily out-of-state upon application before expiration of regular license.

WYOMING



from the desk of the **Master Chief Petty Officer of the Navy**

Our Health Care Crisis

As the old saying goes, I have some bad news, and I have some good news.

The bad news is that the Navy Medical Department is faced with an acute shortage of general medical officers which means that the Navy will no longer be able to provide *all* of the medical care desired by *all* of the Navy family *all* of the time.

The good news is that the Bureau of Medicine and Surgery (BuMed) is taking steps to maintain the Navy's capability of providing optimum health services without lessening the caliber of the medical care.

MCPON John D. Whittet, USN



Let's look at the facts. In 1973, the Navy had 1827 general physicians. By 1975, we will have 810. That adds up to a loss of more than 1000 general physicians or approximately 55 per cent of the Navy's total numbers.

Considered in another light, we are currently losing Navy physicians at the rate of more than one a day. That means that one week from today when you come down with one of those miserable winter colds, seven fewer Navy physicians will be available at Navy dispensaries to diagnose your case.

By 1975, if the number of annual outpatient visits remains the same, one general practitioner will have to see approximately 37 outpatients each day. You see, the general practitioner is the first doctor consulted when a medical problem arises. He diagnoses your medical complaint and refers the more serious cases to specialists.

I should note that the Navy is *not* faced with a shortage of specialists. However, the specialist still cannot replace the generalist. In some cases the specialist's training has taken him away from general practice for as long as eight years. The medical profession does not allow many specialists to practice outside their certified specialty, at the risk of losing their professional certification.

The number of new practitioners entering the Navy has also dropped drastically over the past two years, particularly since we lost the advantages of the doctor draft. As of July 1973, physicians were no longer required to serve

in the armed forces. The military has been forced to compete directly with the civilian community for the small number of general practitioners available. And, when we first entered this competition, we were handicapped by the fact that we could not offer salaries competitive with the civilian community.

It is clear, therefore, that there are simply not enough general practitioners in the Navy to provide all of the care that is needed. Yet, by public law, we are required to provide care for all active duty personnel. That is the primary mission of the Navy Medical Department.

Also, by law, the Navy *MAY* provide care for the dependents and survivors of active duty personnel and for retired personnel and their dependents. However, this must be accomplished within the limits of our facilities and without endangering our primary mission of caring for active duty personnel.

When it became apparent that the Navy Medical Department did not have the staff to provide a full range of services to everyone, we were reluctantly forced to limit or eliminate outpatient care for non-active duty personnel in many locations. However, we in no way denied needed medical care to our dependents, survivors, retirees and their families at our naval hospitals. This change in policy made it even more apparent that programs had to be developed to eradicate this doctor shortage crisis.

The Navy is now making an all-out effort to attract young physicians to Navy medical careers. With the recent passage of the pay bonus bill, we now offer salaries more competitive with those available in the civilian community. We are also helping to establish a medical school to train physicians for military medical careers. Some years from now, this university should provide the Navy



with a small, but steady, input of doctors.

Additionally, we are attracting a high caliber of health care professionals to the Nurse Corps, Medical Service Corps, and Hospital Corps. Many of these men and women are assuming positions of increasing authority and responsibility, thereby freeing Navy doctors for direct patient care.

By the fall of this year, some of you may meet the newest member of the Navy health care team: the physician's assistant. The Navy expects to have 31 of these

thoroughly trained hospital corpsmen on duty in Navy medical facilities. They will help to take up the slack created by the shortage of physicians in our dispensaries and outpatient clinics.

While these new programs may help to ease the situation, they will not solve the problem. Even with these programs, there will still be times when Navy families will have to seek medical care in the civilian community.

Fortunately, financial assistance is available when civilian medical care becomes a necessity. In 1967,

the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS) became effective. CHAMPUS provides extensive outpatient care in civilian facilities for dependents of active duty personnel, retirees, and survivors on a cost-sharing basis. (Note: A report on medical care under CHAMPUS is contained in the reprint of *ALL HANDS'* special issue entitled "Rights and Benefits of Navy Men, Women and Their Families," NavPers-15885C, which is still available from the Naval Publications and Forms Center, Philadelphia, as Cog 1 stock.)

After the age of 65, many people become eligible for Medicare. Care may also be obtained in a VA hospital. Health benefits counselors are assigned to each Navy medical facility to provide information on the medical resources available in that area and to help make arrangements for necessary medical care.

The Navy Medical Department intends to utilize military medical facilities to their fullest capacity. Nevertheless, I recommend that all Navy families prepare themselves for limited medical care. Some families will be fortunate enough to receive total care. Others may have to use CHAMPUS or Medicare programs. Still others may have to acquire supplemental health care insurance to cover the cost of health care not covered by CHAMPUS.

The Navy will continue to seek new solutions for these medical care problems, to attract more physicians to naval careers, to streamline our health care delivery system, and to make optimum use of every resource we have.

In the meantime, we who depend so heavily on the high-caliber medical care we receive in the Navy must do our best to be patient with and understanding of the health care crisis.

Navy medical personnel do care *about* you, but more importantly, they want to care *for* you.

- 10,000 NAVY ENLISTED RATINGS TO BE PROMOTED OVER THREE-MONTH PERIOD

More than 10,000 Navy men and women from seaman to chief petty officer are scheduled to be advanced over a three-month period. Advancement notices went out in December for 3700 people previously selected for promotion. Another 3013 will be advanced this month, and 3333 in February. This advancement action cleared all 3rd class selectees from August 1974 exam except late exam candidates and discrepancy cases. The advancement figures include USN/USNR and TAR candidates. Notifications by rate and pay grade are being sent out by the Navy Education and Training Program Development Center.

- FUNDS REQUESTED FOR MORE NAVY FAMILY HOUSING UNITS

Funds to build 3900 Navy family housing units were requested in the Navy budget submission for the FY 75 family housing construction program. The request included funds for the following locations and units: San Diego, 620; Jacksonville/Cecil Field, 200; Oahu, Hawaii, 700; New Orleans, 200; Cherry Point, 300; Camp Lejeune, 200; Charleston, 526; Bremerton, 332; Guantanamo Bay, 200; Keflavik, 200; and Norfolk, 422.

- MICHIGAN APPROVES VIETNAM VETERANS BONUS

A state bonus for Michigan residents who served in the armed forces during the Vietnam conflict was approved by voters in the November election.

Eligible for the bonus are servicemen and veterans who were Michigan residents for at least six months before entering active service, served honorably at least 190 days between 1 Jan 1961 and 1 Sep 1973, or died on active duty from service-connected causes. Time spent on active duty for training as a National Guard or Reserve member, as a cadet or midshipman at a service academy, or when assigned by military orders to full-time study at a civilian school will not count toward the 190-day period.

A bonus of \$600 was approved for "combat veterans" who earned the Vietnam Service Medal or Armed Forces Expeditionary Medal. Other Vietnam-era veterans are eligible to receive \$15 for each month served during the 1961-73 period, up to a \$450 maximum. Dual payments are prohibited. If the veteran is deceased, payment will be made to surviving husband or wife, child or children or the surviving mother or father.

Instructions for applying were to be released early this year. Deadline for bonus application is 30 Jun 1980.

- BICENTENNIAL COORDINATION OFFICE SEEKS YOUR IDEAS FOR U.S. 200TH BIRTHDAY

The Secretary of the Navy has established a Bicentennial Coordination Office which functions basically as a command center, and is responsible for the coordination of the Navy's participation in the Nation's Bicentennial, both at the national and local levels. The Under Secretary of the Navy, the Honorable D. S. Potter, has the overall responsibility for Navy's role in Bicentennial planning and he has appointed Captain B. C. Crawford, USN, as his Special Assistant for Bicentennial matters.

The Bicentennial Coordination Office (BCO) receives, analyzes, and follows through on ideas and suggestions concerning Bicentennial planning as it relates to the Navy. The BCO is interested in hearing from the field and the Fleet -- it wants your ideas on how the Navy can participate in Bicentennial

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activities, when the nation will celebrate its 200th birthday in 1976. Because of strict budgetary and manning limitations, the Navy's activities must rely on lively imagination, creativity, sharing of ideas and voluntary participation. Starting this month, the BCO will be distributing a Bicentennial Newsletter, and it says "Send us the word and we'll pass the word." BCO's staff is located in the Pentagon (2-B-344) and can be reached by telephone on OXford 4-1776 or 4-1976. The mailing address is: Bicentennial Coordination Office, Office of the Under Secretary of the Navy, Department of the Navy, Washington, D. C. 20350.

● MCPON CANDIDATES BEING SOUGHT FROM ALL COMMANDS

Nominations of candidates to relieve the Master Chief Petty Officer of the Navy (MCPON) are now being requested from all commands with master chief petty officers authorized or attached. The present MCPON, John D. Whittet, is scheduled for transfer this year. The MCPON is the principal enlisted assistant to the Chief of Naval Personnel and the senior enlisted advisor to the Chief of Naval Operations. Those master chief petty officers who are nominated must be adequately prepared to meet the position's demanding and challenging requirements, and not be chosen for candidacy simply as a reward for good and loyal service.

Selection will be based on command nominations, preliminary screening action by the March 1975 Senior/Master Chief Petty Officer Selection Board and final screening by a special selection board to be convened by the Chief of Naval Personnel. The new MCPON is expected to report to Washington for duty on 1 Aug 1975 and relieve MCPON Whittet on 1 Sep 1975. BuPers Notice 1400 gives specific requirements and procedures for making nominations.

● COMMISSARYMAN/STEWARD RATINGS NOW CONSOLIDATED; OTHER FUNCTIONS CHANGE

The Commissaryman (CS) and Steward (SD) ratings were consolidated on 1 January of this year to form the new Mess Management Specialist (MS) rating. A major feature of the new rating is that personnel in it will be responsible for food preparation and food service for both officer and enlisted messes. Training, study guides, correspondence courses and advancement exams for individual CS and SD ratings will be completely restructured and combined to accommodate the new MS rating.

A transition period will occur allowing for cross-training and for development of a single advancement exam. During this period three NECs will be used within the MS rating: MS/3501 for former commissarymen, MS/3502 for former stewards and MS/3503 for those fully qualified in the new MS rating concept. These NECs will be phased out when they are no longer required.

Persons in the new MS rating will not at the present time be eligible for a Selective Reenlistment Bonus (SRB) since plans call for it to be fully manned. In other changes, many food service jobs ashore currently filled by lower paygrade personnel will be civilianized. A messman pool afloat, drawn on a rotational basis from non-rated men on board, will assume some of the ship-board daily upkeep and maintenance duties now performed in officers' spaces by stewards. A number of these functions will become the responsibility of the individual officer. Commissarymen and Stewards will continue to wear their respective rating badges until a new MS rating badge has been chosen.

- DO YOU HAVE CHILDREN ENTERING OR ATTENDING COLLEGE?

If you have children who are attending or who will enter college next fall, they may be eligible to compete in the Dependents' Scholarship Program. The program, managed by BuPers, consists of over 20 scholarship programs made available by Navy-oriented clubs and associations.

The scholarships are awarded by the sponsors of the awards on the basis of financial need, scholastic record, and character. Your personnel office has more details.

Request the Scholarship Pamphlet (NAVPERS 15003D) and the Application for Dependents' Scholarship Program (NAVPERS 1750/7) directly from the Chief of Naval Personnel (Pers-7311), Navy Department, Washington, D. C. 20370. If you have more than one eligible child be sure to specify the number of applications you need.

The deadline for receipt of applications and school transcripts in BU-Pers (Pers-7311) is 15 March 1975.

- CHAMPUS GUIDELINES ON CERTAIN MEDICAL TREATMENT REVISED FOR DEPENDENTS

The Department of Defense has announced a change to interim guidelines regulating psychiatric care for military dependents under CHAMPUS. Navy dependents are still covered by CHAMPUS for 120 days of inpatient care per fiscal year for nervous, mental or emotional illnesses, but coverage for outpatient care has been increased from 40 to 60 visits per fiscal year. Claims for additional treatment beyond the 120 days of inpatient care and 60 visits for outpatient care will be reviewed on a case-by-case basis.

- ANNUAL ALIEN ADDRESS REPORTS DUE THIS MONTH

All aliens who have been issued an alien registration card and are in the United States or one of its possessions must report their address this month (before 1 February) even though the address may be the same as last year. Address reports must be filed on official forms which are obtainable at any U. S. post office and may be returned to any U. S. post office when completed. If an alien is absent from the U. S. during the month of January and a report has not been filed, one must be submitted at the time of reentry. There are severe penalties for failure to comply with this law, including fine, imprisonment or deportation.

- WADCOP SELECTEES GIVEN ALTERNATIVE COURSE TO OBTAIN COLLEGE DEGREE

When the Associate Degree Completion Program (ADCOP) was killed by Congress in September, WADCOP (Warrant Associate Degree Completion Program) died with it. Funds for both programs were deleted from the FY 75 appropriations bill, and ADCOP selectees were encouraged to apply for the Navy Campus for Achievement Program. Warrant officers who were selected for WADCOP but are not yet enrolled, along with all other warrants, are encouraged to apply for the College Degree Completion Program to further their education. This program offers naval officers a chance to get their baccalaureate degree, if they can do it within an 18-month period.

Officers selected for the program will receive their regular pay and

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allowances while attending civilian schools, and must pay their own tuition and other expenses. Veterans Administration G. I. Bill benefits may be used, but Navy tuition aid may not. Further information can be obtained from CNET Instruction 1520.4 of 15 Aug 1974.

- ELIGIBILITY REQUIREMENTS FOR SWO INSIGNIA

Officers who have qualified as surface warfare officers (SWO) after 9 Apr 1970 are entitled to wear the new SWO insignia. This includes unrestricted line officers, limited duty officers of the line and warrant officers classified as in the line. BuPers points out that once earned, the right to wear the insignia continues unless the SWO qualification is revoked. Qualification criteria are included in BuPers Manual article 1410270. Those who believe they meet these criteria may write the Chief of Naval Personnel (Pers-41) requesting determination of eligibility status.

- OUTSTANDING ENLISTED RESERVIST SELECTED FOR 1974

Electronics Technician 2nd Class Donald R. Filby has been selected from nearly 100,000 Reserve personnel as the Naval Enlisted Reserve Association's Outstanding Enlisted Reservist for 1974. He has been meritoriously promoted to 1st class and he and his family visited Washington, D. C., to meet with top Navy officials in recognition of his award.

Filby, a civilian electronics technician at the Long Beach Naval Shipyard, has served in aircraft carriers, air antisubmarine squadrons and Fleet tactical support squadrons in his 24 years of naval service. He was among the first Naval Air Reservists to be awarded aircrewman wings and served as a flight communicator on flights to Vietnam and other southeast Asia countries.

- SECNAV APPROVES 702 AWARDS FOR POWs

SecNav has approved 599 awards for 138 Navy men who were prisoners in North Vietnam. Presentations of the awards were delayed pending Congressional action to lift the statute of limitations on certain awards. An additional 103 awards were authorized for 78 former crewmen of USS Pueblo who were detained in North Korea. Approval of the awards was held up pending the lifting of the statute of limitations and a decision to delay the presentations until all POWs returned from North Vietnam.

- NEW EDITION OF UNIFORM REGS TO BE ISSUED SOON

The Navy Uniform Affairs Board has announced that the new edition of Uniform Regulations (NavPers 15665B) will be distributed early this year. The publication contains uniform changes made in the last year, and has been condensed, reorganized and indexed, making it easier to use. Some additions to the regulations include the new beret for women, the surface warfare officer insignia and the blue single-breasted vest for men. Other changes are the phase-out of the formal dress white uniform for women, inclusion of the tropical formal "Gulf Rig" uniform for male officers and chief petty officers, and authorization for enlisted women to wear men's working dungarees. Information on existing uniforms can be obtained from the uniform board by calling autovon 222-4784/4785 or commercial (202) 692-4784/4785.

Questions and Answers

Training & Education

Q. Now that the United States Armed Forces Institute (USAFI) has been dropped, what is taking its place?

A. A new organization designed to handle the credit-by-exam system formerly administered by USAFI has been established at Pensacola, Fla. The Navy, acting as executive agent for the Department of Defense, will manage the program, called the Defense Activity for Non-Traditional Education Support (DANTES).

In addition to administering the credit-by-exam system, DANTES will also manage a new self-study program that will catalog education support available to men and women in the services. Under DANTES, General Educational Development (GED) tests will no longer be administered by military departments for activities located in the continental United States. Instead, personnel will be referred to state or local testing agencies to receive GED certificates. Overseas activities and deployed ships will continue to administer GED tests.

Q. What are the admission requirements for admittance to the Naval Academy?

A. Admission is open to young men of good moral character, without regard to race, creed or national origin. Candidates must be male citizens of the U. S., never married, who are at least 17 years but not past 22 on 1 July of the year of admission. They must be unmarried and have no children.

More information about the academy and its requirements can be obtained from the Naval Academy Information Officer in your area; high school guidance counselors; a local Navy recruiter; the West Coast Regional Candidate Guidance Office, NAS Drawer A, Moffett Field, Calif. 94035; or from the Candidate Guidance Office, U. S. Naval Academy, Annapolis, Md. 21402.

Q. What will be the entrance requirements and how does one apply or find information on the new University of Health Sciences being established in Bethesda, Md.?

A. Present planning of the Uniformed Services University of Health Sciences includes the possibility that the first students may enter the university as early as 1976. The university will be authorized to grant

appropriate advanced degrees in the health sciences, and it may establish post-doctoral, postgraduate and technological institutes. Definite procedures for the selection of students have not yet been established. When those procedures are established, they will be given wide publicity. Further information can now be obtained by writing to the Executive Secretary to the President, USUHS, 6917 Arlington Rd., Bethesda, Md. 20014, or the Bureau of Medicine and Surgery (Code 3174) Washington, D. C. 20372.

Q. How does the fact that an applicant for the Navy Medical Scholarship Program is already in an initial warfare specialty area (nuclear-trained submarine qualified officer, for example) affect his chances for selection?

A. All officers on active duty who will have completed two years of active commissioned service before being placed in the program are eligible, with certain exceptions. Nuclear power trained officers, submarine or surface, must have completed an assignment as a department head or have passed the seniority of those officers so assigned. In addition, nuclear power trained submarine officers serving under an agreement for Nuclear Submarine Officer Continuation Pay must be serving within one year of the completion of the four-year obligation as an unrestricted line officer.

Q. What year groups were considered by the FY 1976 PG Board, and will be considered by the Service College selection boards for attendance commencing in FY 76?

A. Year groups to be considered by the PG selection board will be:

11XX—Non-nuclear trained officers—60, 63, 66, 69, 72

11XX—Nuclear trained and all 13XX officers—59, 62, 65, 68, 71

Year groups to be considered by the service college selection board are:

Senior—54b, 58a, 59b—60a

Junior—64, 66b

Q. On a small ship with only one (or no) machinery repairman attached, his services are sometimes needed

when he is not on board. Is there a Navy school where other men can be trained to fill this gap?

A. The Naval Development and Training Center in San Diego offers a four-week Basic Machine Shop course for engineering personnel. It teaches shop safety, mathematics, blueprint reading and sketching, layout procedures, grinder operations, use of hand tools, precision measuring instruments and various lathe operations. Quotas can be obtained by writing the Commanding Officer, Naval Development and Training Center, Fleet Maintenance Assistance Group, Pacific, Box 106, Naval Station, San Diego, Calif. 92136.

Q. What type of training are those going into the Master-at-Arms rating receiving?

A. MAs receive five weeks of training at the Air Force law enforcement specialty training program at Lackland AFB, San Antonio, Tex. The program includes courses in firearms; riot control; unarmed combat; investigative techniques; fingerprinting; processing and preserving evidence; apprehension, search and seizure; MA administrative procedures; correctional center orientation; and military law.

Advancement & Career

Q. BuPers recently revised the enlisted advancement system. How does it differ from the old system?

A. Under the new system, exam scores will count as a smaller percentage of the final multiple. Job performance and leadership, based on performance evaluations, will count for more. The final multiple values of time-in-service, awards and PNA (passed, not advanced) points will remain the same.

The exam score will now make up about 35 per cent of the final multiple for E-4s and 5s, and about 30 per cent for E-6s. Under the old system it was 40 per cent for all three rates.

A final multiple score will now also be given to prospective E-7s, E-8s and E-9s to determine who will go before the selection board for advancement. In the old system a standard exam cut score ensured that 7590 of all who took the E-8 and E-9 exam and 50 per cent of the E-7 candidates would go before the board. Exam scores will now make up 60 per cent of the candidates' final multiple for E-7s, 50 per cent for E-8s and 40 per cent for E-9s. Leadership will count 40 per cent for E-7s, 50 per cent for E-8s and 60 per cent for E-9s. Once before the selection board, exam scores will have no special value. Board members will be free to select the best "whole man."

The new plan was put into effect for E-4s, 5s and 6s with the August 1974 advancement exam. It will be applicable for the three top pay grades commencing with the FY 1975 exam cycle.

Q. Why was this new advancement system created?

A. The plan is designed to benefit good performers who have not been able to advance because their exam scores fell just below the cutoff. By lowering the value of the exam score and emphasizing performance in the final multiple, those who have repeatedly demonstrated knowledge of their job and leadership ability will not be penalized because they may have difficulty passing a written exam.

Q. Where can I learn the latest news about such things as when advancement exams will be released, effective dates of frocking, how to order substitute exams or late additional promotions?

A. These questions can be answered by the Records Branch of the Naval Education and Training Program Development Center (formerly a function of the old Naval Examination Center at Great Lakes). Their autovon number is 922-1353; 904-452-1353 commercial. However, only the CO, XO, ESO or personnel officer should call since the autovon and commercial lines are incapable of processing the number of calls if unrestricted.

Q. Now that the initial manning requirements for the newly created Master-at-Arms (MA) and Navy Counselor (NC) ratings have been met, how can I convert to one of these ratings?

A. The conversion of E-5s and above (only) to MA and E-5 and E-6 to NC is now being made by individual special request. Those who are eligible for advancement must submit to BuPers an Enlisted Transfer and Special Duty Request (NavPers 1306/7) asking for authority to change rating through participation in the NC or MA advancement examination. Candidates for NC must also take the "Sales Aptitude Battery" tests administered by the Navy Recruiting Command.

Complete details for conversion to MA and NC are given in BuPers Notice 1440 of 8 Jul 1974, and all forms are now available. Additional requirements for conversion to MA are being studied at this time and, if approved, will be promulgated in a change to the BuPers Manual.

Q. What is the current policy on formal command screen boards?

A. Until recently, formal command screen boards were used only in the selection of COs in the grade of CDR and CAPT. ChNavPers has expanded the concept to include the selection of COs and XOs, LCDR and senior. Exceptions are surface CDR XOs who are selected by informal board action.

Q. How is officer retention measured?

A. Officer retention is defined as the number of persons who are on active duty two years after com-

pletion of their minimum service requirement (MSR) compared to the number who were on board in the examined group one year prior to completion of their MSR. The reason these two points are used is that, historically, 80 per cent of those who resign from the Navy do so during the period from MSR to MSR plus two years.

Q. Why did the Navy implement a revised report on the fitness of officers?

A. For the purpose of promotion and assignment, a more meaningful and accurate form was needed to assist in these managerial decisions. The revised report was designed to evaluate the ability to manage people as well as get the job done, focus on specific observable behaviors, better distinguish among different levels of performance, and facilitate appraisal discussions between reporting seniors and their subordinates.

Q. With the prospect of only three squadron tours in my aviation career, which includes command, how will I be able to meet the requirements of the aviation career incentive pay (ACIP) gate system?

A. There are many opportunities both ashore and at sea in other than operational squadrons where aviation officers can accrue operational flying time. These assignments ashore include Training Command and RAG instructor duty; RDT&E aircrew in OpTevFor; VX and NATC Patuxent River; and Naval Air Stations. At sea, there are many operational flying assignments on CVW staffs and on CV/ CVAs and LPHs.

Q. What is the Warrant Officer Food Service Program and where can I get more information about it?

A. OpNav 21 of January 1973 announced establishment of the Warrant Officer (799x) and Limited Duty Officer (371X) designators in the career Food Service field. The program is designed to bring greater professionalism and expertise to the food service function, and increase the prestige and visible importance of it within the Navy personnel structure. Approximately 100 billets afloat and ashore have been tentatively identified for ultimate conversion to 799X. Those WOs holding the 799X designator will be split evenly between large afloat messes and messes ashore.

Enlisted personnel may apply for the WO program in accordance with BuPersMan 1020310 citing 799X (Food Service) as designator preference. In addition to appointments from enlisted status, a limited number of lateral conversion opportunities are also available. Requests for conversion should be forwarded in accordance with BuPersMan 1430120. At present, the Limited Duty Mess Management Officers (371X) will be drawn from the Food Service WO community.

Because of present officer strength constraints, only about five to 10 Food Service WOs will be appointed annually for the next several years.

Further questions about the WO and LDO Food

Service Programs may be sent to: Naval Supply Systems Command, (Code SUP OP32), Navy Department, Washington, D. C. 20376, or telephone Autovon 224-1615.

Navy Enlistment Bonus

Q. What are the eligibility requirements for the Navy's new enlistment bonus?

A. The enlistment bonus will be paid to designated individuals enlisting in the Regular Navy in an eligible rating for a minimum of four years who: (1) Are high school graduates (or meet Navy GED standards) and meet the entrance requirements for the rating and class "A" school. (2) Successfully complete the course of instruction required and/or attain designation in the guaranteed rating. (3) Sign an agreement to extend enlistment for at least 12 months. If additional obligated service is required for other programs or options, these may be served concurrently provided total obligated service equals at least five years. Total extensions may not exceed 35 months. (4) Sign an agreement stating that failure to fulfill these criteria will nullify the enlistment bonus and obligate the individual to serve the period of the basic enlistment.

Complete details of the Enlistment Bonus can be found in BuPers Instruction 1130.23 of 24 Aug 1974.

Q. What ratings must one enlist in to be eligible to receive the Navy's enlistment bonus, and what are the bonus amounts?

A. As of 1 Sep 1974 they are: CTI (\$1500), CTR (\$1500), CTT (\$1000), EW (\$2000), GMM (\$1500), GMT (\$2000), MN (\$1000), and TM (\$1500).

Q. Can a Reservist receive the enlistment bonus?

A. Naval Reserve personnel *not* on active duty can receive the enlistment bonus if: (1) they meet eligibility requirements (2) they enlist in the Regular Navy in one of the eligible ratings and (3) they have not received or are not presently entitled to a reenlistment bonus (including RRB, VRB or SRB).

Q. If I have broken service can I receive an enlistment bonus?

A. Yes, if: (1) you meet eligibility requirements (2) you reenlist in one of the eligible ratings and (3) you have less than five years of total active military service and have had a break in service longer than three months.

Additionally, if you have established eligibility for the enlistment bonus via "A" school you must come back into the Navy as an E-3 or below.

Q. If I have broken service and reenlist for the enlistment bonus will I be eligible for a Selective Reenlistment Bonus (SRB) later?

A. Yes, but you must wait until the enlistment for

which you have received an enlistment bonus has ended before you can reenlist or extend for SRB. An individual will not be paid both an enlistment and a reenlistment bonus for the same period of military service, nor will an enlistment bonus be paid more than once to any individual.

Veterans Benefits

Q. I entered the Navy before completing high school, and recently was honorably discharged after two years of duty. Can I get free GI bill benefits from the Veterans Administration while finishing high school?

A. Yes. Veterans in your category may receive educational assistance without charge against basic entitlement. We suggest you apply to the VA regional office in your state for this benefit.

Q. What is the VA "VetRep" or Man on the Campus Program I keep hearing about?

A. It's an all-out effort by the Veterans Administration to ensure prompt delivery of GI Bill educational assistance checks, and otherwise "trouble-shoot" other problems which arise on college campuses between the veteran, the school and the VA regional office. Veterans benefits counselors and veterans themselves, called "VetReps," will function as expeditors, assisting veterans in the program which began this fall.

Q. Are female as well as male veterans a target of the Veterans Administration's "outreach" program which encourages high school dropouts to take advantage of GI Bill education benefits?

A. Yes, but fewer of the female veterans are educationally disadvantaged. According to VA statistics, only two of every 100 women Vietnam-era veterans had not completed high school before separation from military service.

Q. I was honorably discharged last month after three years of military service, and I'm thinking of applying for a GI home loan from the Veterans Administration. What are some of its advantages?

A. Because VA guarantees 60 per cent of loans—up to maximum of \$12,500—down payments are either small or not required, and there is usually a long repayment period (up to 30 years) with no penalty for early repayment. Also, VA appraises the house to determine reasonable value.

Q. How long do I have to repay a Veterans Administration GI home loan?

A. That depends upon the terms you agree to with a private lender. The maximum term on a home loan is for 30 years. Farm loans may be financed for 40 years.

Q. Where can I obtain a pamphlet on CHAMPVA, the

Veterans Administration's medical care program for dependents and survivors of veterans and servicemen?

A. Copies are available at VA hospitals, clinics, domiciliaries, regional offices and veterans assistance centers.

Q. My husband recently retired after 20 years of military service. Am I eligible for CHAMPVA, the Veterans Administration's health care program?

A. No, dependents of military retirees are not eligible for CHAMPVA. However, you probably are eligible for the military's health care program, CHAMPUS.

Q. As the widow of a veteran who died of a service-connected disability, am I entitled to commissary privileges?

A. Yes, if he was rated by the Veterans Administration as totally disabled from service-connected causes at the time of his death.

Q. Do Veterans Administration hospitals and clinics treat Reservists injured while reporting to or returning from military training?

A. Yes, provided injuries and illnesses occur during travel time as specified in the Reservists' military orders. Both active duty training and inactive duty training are considered active duty for this purpose.

Q. I recently read about "Vetreach." Is this a Veterans Administration program?

A. Vetreach is a program sponsored jointly by VA and ACTION, enlisting the use of Volunteers in Service to America (VISTA) members who are Vietnam-era veterans. The program's purpose is to assist other veterans who, because of education or economic barriers, have failed to take advantage of VA benefits.

Q. I received an honorable discharge from the Navy two years ago, and plan to live abroad starting next year. A friend told me I should check with the Veterans Administration before departing. Why?

A. To be apprised of how residence abroad affects your veterans' benefits. For one thing, you should get a statement of your service-connected disabilities (if you have any) from the VA office which maintains your medical records. The statement and an application for medical benefits should be presented to the American Embassy or consular office in the country of travel or residence, should the need arise.

Q. As a Ready Reservist, am I eligible for Servicemen's Group Life Insurance (SGLI) issued by the Veterans Administration under a recent law?

A. Yes. Under the Veterans Insurance Act of 1974 servicemen on active duty and Ready Reservists are insured automatically under SGLI for \$20,000. However, they may elect \$5000, \$10,000, \$15,000 coverage, or no coverage.

Questions You Never
Thought To Ask.....
But Here Are The
Answers Anyhow

for the Navy Buff

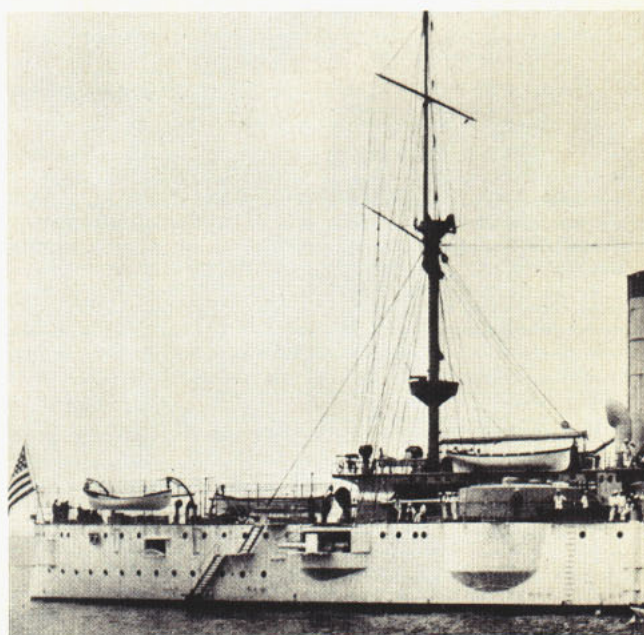
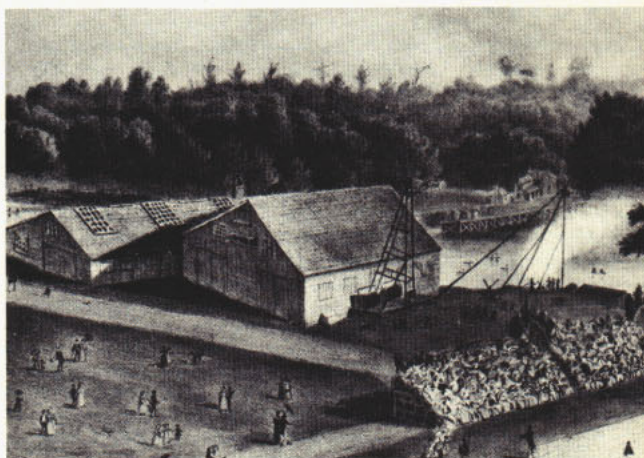
Stump your shipmates, win a bet, show that history buff chief he doesn't really know it all, or just clutter up your otherwise brilliant mind with this potpourri of little known facts about the Navy—questions you may never have thought to ask, but might like to know the answers to anyway.

Q. When did the Navy stop using holystones?

A. Officially, this delightful job was discontinued on 5 Mar 1931 when General Order 215 stated: "The use of holystones for cleaning the wooden decks of naval vessels wears down the decks so rapidly that their repair has become an item of expense to the Navy Department. It is therefore directed that the use of holystones or similar material for cleaning wooden decks be restricted to the removal of stains." Unofficially, we suspect some old boatswain's mates couldn't get used to their decks not being a brilliant white all the time and continued holystoning for many more years, General Order or no.

Q. I heard that a gun used to be fired every evening at 2100 at the Norfolk Navy Shipyard. Why?

A. Because on 4 Sep 1886 (then) Navy Yard Commandant Rear Admiral Stephen C. Rowan wanted his boys home by 2100 each evening. He ordered the gun fired from the receiving ship as a curfew signal. Eventually, the good citizens of Norfolk began to look forward to the gun and, regardless of where they were,



would break out their watches, cast an eager eye on the mantelpiece clock and wait for the roar of the nine o'clock gun.

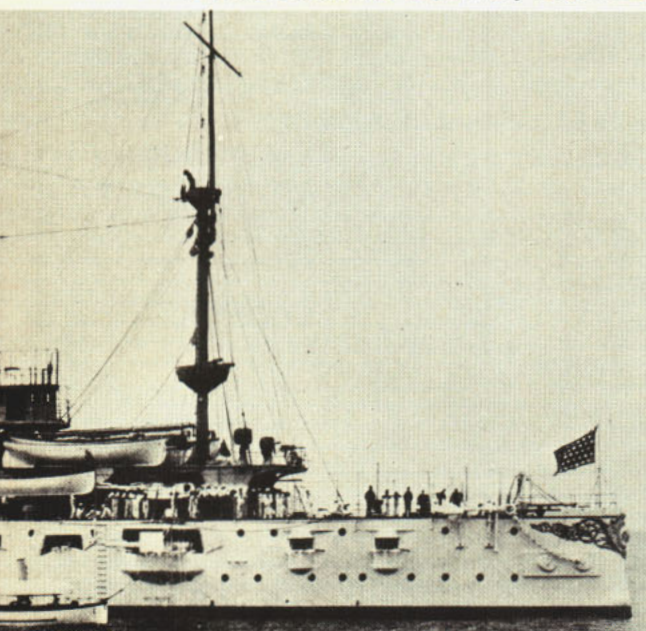
The custom was stopped between 1907 and 1909 by



A more recent photo of Norfolk Naval Shipyard



Norfolk, then known as Gosport Navy Yard, in 1833



Battleship USS Texas (No. 1)

order of yard commandant Admiral E. D. Taussig. The people of the community, who had by now come to expect the sound of the gun each evening and to depend on it for the correct time, roared themselves over this

order. But, in spite of their pleas, ADM Taussig refused to restore the gun. Still determined, the citizens took their demands all the way to the White House where President Taft ordered the gun to be fired again.

Q. What was the first U. S. submarine to round Cape Horn?

A. USS *Sea Robin* (SS 407) while on a training cruise in 1947.

Q. Why is the island always located on the starboard side of an aircraft carrier?

A. Aviation customs, influenced by the fact that engine torque of prop planes tends to pull them to the left. Traffic patterns for aircraft normally are set up for left-hand turns in rendezvous, approaching and taking off from airports, and so forth. Consequently, in early carriers, landing signal officers were stationed on the port quarter of the flight deck and pilots approaching in a short left turn could keep them in view easier. If a plane was waved off, the sudden surge of power from its engine would pull it to the left away from the island structure and the air turbulence surrounding it.

Q. When was the first missile fired from a Navy ship?

A. The first "large bombardment rocket," as it was called, was a captured German V-2 rocket launched from USS *Midway* (CVB 41) in November 1947. It was an experiment to determine if this could be done without requiring modifications that would affect flight operations. Although the 45-foot, 14-ton rocket flew a grand total of only six miles, the experiment was considered a success.

Q. When was the first jet flight made off a U. S. carrier?

A. In the summer of 1946 an XFD-1 (*Phantom*) was launched from USS *Franklin D. Roosevelt* (CVB 42) off the Virginia Capes.

Q. What was the first squadron of jet planes formed for service on an aircraft carrier?

A. VF-17A, formed at NAS Quonset Point in November 1947. It used FD-1 *Phantom* jets.

Q. What was the first U. S. Navy ship to be air-conditioned?

A. Around 1905 Navy dreadnaughts were given climate-controlled waist magazines to safeguard powder. This was probably a first. About 1925 certain battle stations which had to be completely closed to protect personnel and equipment from water, smoke and chemicals were routinely fitted with mechanical cooling systems. Beginning with the *Essex*-class carriers in 1942, aviators' ready rooms were air-conditioned so the fliers could stay in heavy flight clothes while on alert.

In June 1934 USS *Cuttlefish* (SS 171) was the first submarine to have air-conditioning installed during construction. Subs had complete air-conditioning throughout World War II. USS *South Dakota* (BB 57), commissioned in 1942, was the first ship to have air-conditioned hospital spaces, and USS *Haven* (AH 12),

the first hospital ship to have living quarters air-conditioned.

During WW II early reports from the South Pacific made it clear that heat exhaustion was a tactical factor in ship design, but wartime labor and material shortages made it impossible to install air-conditioning on new ships. At least the Japanese didn't have it either, and the war was fought on equal terms in this respect.

Following the war, experiments were conducted at the Naval Medical Research Institute, Bethesda, Md., and aboard USS *Franklin* (CV 13). It was found that men who slept in air-conditioned spaces rested better and as a result were more efficient in their jobs. In 1947 the heavy cruisers USS *Newport News* (CA 148) and USS *Salem* (CA 138) were completed and became the Navy's first surface ships to be built with completely air-conditioned interiors, except for machinery spaces. Speaking of this experiment, Vice Admiral E. L. Cochrane, then ChBuShips, said, "The Navy is not trying to mollicoddle its personnel . . . it is to improve the battle effectiveness that this is being done."

Q. USS *Holland*, the Navy's first submarine—how did she end her days?

A. Unfortunately, on the scrap heap. *Holland* was bought by the Navy for \$150,000 and commissioned on 12 Oct 1900. The 53-foot, 74-ton boat was used for the next several years as a training and experimental vessel. In 1910 she was stricken from the Navy list and eventually sold to a scrapper. He requested, and received, permission to put her on public exhibition in 1915, but her scrapping seems to have been completed in 1917-18.

Q. Has Navy pay ever been reduced?

A. Don't tell anyone, but it was reduced 15 per cent by an act of 30 Jun 1932. The act is no longer in effect.

Q. What was the water capacity of a battleship?

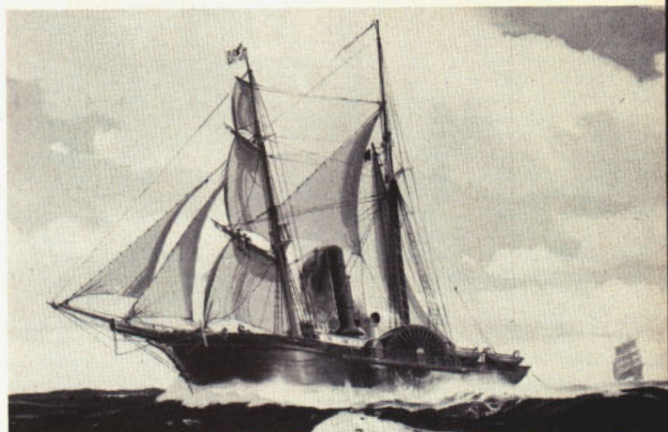
A. It varied with class. A BB of the *Tennessee* class carried 245,597 gallons, or 913 tons. The larger *Iowa* class had a capacity of 551,450 gallons, or 2050 tons. But, with a wartime complement of over 2800 men they probably still had to go on water hours.

Q. Where did saluting ever get started?

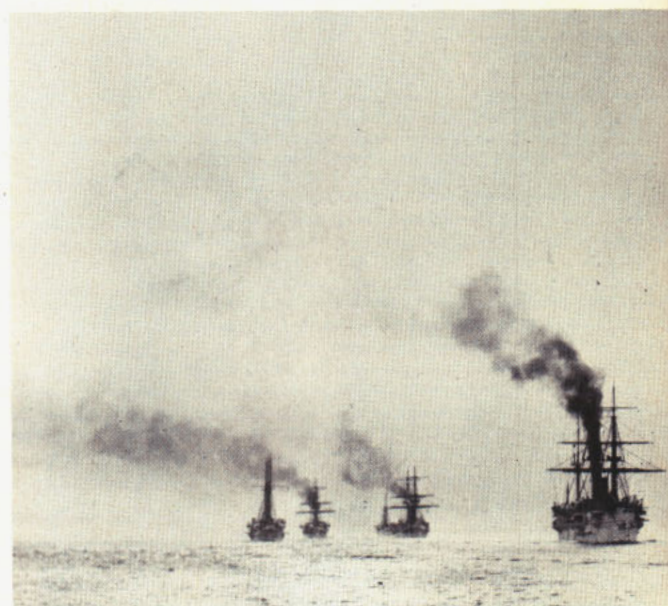
A. Probably with knights of old who raised their helmet visor when meeting a member of the same order or a friendly order. It was a sign of chivalry and respect, or maybe it was just to show their faces to their friends to keep from getting chopped by a broadax. The custom was handed down by tradition and evolved to juniors uncovering when meeting or addressing their seniors. Eventually that was shortened to just touching the hat brim, or a lock of hair if uncovered. Saluting was passed from the British Army to the British Navy and then to the American Navy.

The British, and some others, salute with the palm of the hand outwards. It is believed this practice originated in days of yore to show that nothing was hidden in the hand.

Q. I have heard that early U. S. Navy missile development was aided by the use of World War II German equipment. True?



USS Harriet Lane



A. True. In April 1947 the Bureau of Ordnance (now a part of the Naval Sea Systems Command) announced that der Fuhrer's supersonic wind tunnel from Peenemunde, used to test V-1 and V-2 rockets, was to be installed at the new Naval Ordnance Laboratory, White Oak, Md. Until then, no U. S. wind tunnel had been built that could generate winds as swift as could the German tunnel. It created speeds of about 3600 mph (Mach 4.4) by building up a vacuum in a large chamber, then suddenly opening a quick-release valve which allowed air to be sucked into the chamber.

Q. It is unlikely we will ever see another battleship in commission. Just how big were these magnificent giants?

A. The most recent BB in commission, *New Jersey* (BB-62), was among the largest ever built. She was 887.6 feet long, with a 108.2 foot beam and drew 38 feet of water. She displaced 59,000 tons fully loaded. Eight boilers fired four geared turbines which turned four shafts and drove her to 33 knots (although she has reached 35 knots). Over 50,000 barrels of fuel oil



USS Canberra (CA 70)



Great White Fleet

were required to feed these boilers.

Her designed complement was 169 officers and 2689 enlisted men during wartime. In Vietnam she was manned by only 70 officers and 1556 enlisted men because of the removal of all light antiaircraft guns, float planes and reduced operational requirements.

Originally, this class was armed with nine 16-inch-50s, 20 5-inch-38s, 80 40mm and between 49 and 60 20mm antiaircraft guns. The BB's main 16-inch batteries could hurl a 2700-pound projectile a maximum distance of 23 miles—with legendary accuracy. As built, *New Jersey* had three float planes for scouting and gunfire spotting which were launched from quarterdeck catapults. These were removed when she served in Korea and helicopters were added.

This class BB was the most heavily armored U. S. warship ever built. The main armor belt was 12.1 inch steel, 13.5 inches aft of Turret No. 3 protected the shafts, six-inch-thick armor was above the second deck and the three-level conning tower sides were 17.3 inches thick with a 7.25-inch-thick "roof." A BB's approximate cost in the early 1940s was \$114.5 million.

Q. What was the first hospital ship built for the Navy?

A. USS *Relief* (AH 1) was the first hospital ship built from the keel up for military hospital purposes. Her keel was laid in 1917, but construction was interrupted by World War I. She was finally finished in 1920, and decommissioned in 1946.

USS *Bountiful* (AH 9) was built earlier, but was originally USS *Henderson* (AP 1). She was not converted to a hospital ship until 1944.

Incidentally, *Relief* was at one time the butt of perhaps the Navy's worst gag: "What ship carries the biggest gun?" The answer: "*Relief*." Scuttlebutt had it that an 18-inch gun barrel, manufactured for Bureau of Ordnance experiments, was fixed in her keel for ballast. The story has been told about many other auxiliary types using 14-, 16-, and 18-inch guns. We suspect they were all rumors started by sailors arguing about the "best ship in the Navy."

Q. Captain Isaac Hull—was it a quirk of fate that put him in command of *Constitution* during her famous battle with *Guerriere* when she won the nickname "Old Ironsides?"

A. It was. In 1810 Hull was in command of the frigate *President*. Captain John Rodgers was then in command of *Constitution*, but he thought *President* was a faster ship. Being Hull's senior, he arranged for a swap. Unfortunately for him, the rank-has-its-privileges adage sometimes backfires. But perhaps it was the man, not the ship, that made the difference. Hull was an extraordinary seaman and could probably have done just as well in *President*. The real quirk may be that we do not now honor *President* as "Old Ironsides."

Q. What's a "dipsey"?

A. Not, as you might think, a dumpster that we all had to guard diligently in boot camp. "Dipsey" is really a corruption of the name Deep-Sea Lead, an instrument used in the days of sail to take soundings. In use, the boatswain's mate would hang a 30- to 100-pound lead weight over the bow and attach a long, heavy line to it. This line was stretched aft along the rail and at regular intervals men would be stationed to hang on to it.

When all was set, the boatswain's mate would throw the lead free of the ship, which was stopped or nearly so, and would sing out "Watch-ho, watch." Each man in turn waited until he felt the weight of the lead, payed out his line and then sang out the same as the boatswain. When one man failed to feel the weight of the lead he quickly read the marks on the line and they had the approximate depth of water.

Q. The sword has long played a part in naval tradition, and officers now wear one on "full dress" occasions. When was the sword officially made a part of the naval uniform?

A. That badge of honor and rank has played a big part in history as far back as Roman days when it meant authority. The sword was used in the American Navy from its beginning, but did not officially become part of the U. S. Navy uniform until 1813. A special provision in uniform regulations that year stated that officers

must wear "cut and thrust swords with yellow mountings" on special occasions.

By 1886 the regulations became more explicit, stating, "The sword for all officers shall be a cut and thrust blade, not less than 26 nor more than 32 inches long; half-basket hilt; grip white; scabbards of black leather and mountings of yellow gilt." It remains essentially the same today.

Q. Is it true that the only U. S. Navy blimp lost during World War II was torpedoed by a submarine?

A. Not exactly torpedoed. On 18 Jul 1943 a U-boat surfaced in the Florida straits and machinegunned down the blimp K-74. She was a sitting duck when her bomb-release mechanism failed to let go her bombs at point-blank range on the lucky sub. In the 550,000 flight hours logged by blimps in the war she was the only one lost to enemy action.

Q. Was Captain James Lawrence, of 1812 War fame, killed by a shot in the knee in the battle when he said "Don't give up the ship"?

A. Not exactly, the first wound he received was a pistol ball below the knee; later he took a musket ball in the groin. He died four days later, probably from a loss of blood.

Incidentally, what he actually said to the ship's surgeon was: "Go on deck, and order them to fire faster and to fight the ship till she sinks; never strike; let the colors wave while I live." Then again, "... fight the ship till she sinks. The flag shall wave while I live." And finally, "Don't give up the ship. Blow her up."

Q. I read somewhere that Paul Revere, of midnight ride fame, built some ships for the American navy? Did he?

A. No, but he helped fit out many. When *Constitution* and *Essex* were being built near his workshop in Boston, Revere, being a businessman with a future and a shipwright of note, put a bid in to furnish copper and brass for them. He didn't get the contract, but he did sell Congress \$3820.33 worth of dovetails, nails, bolts, sheaves and large copper blocks for *Constitution*.

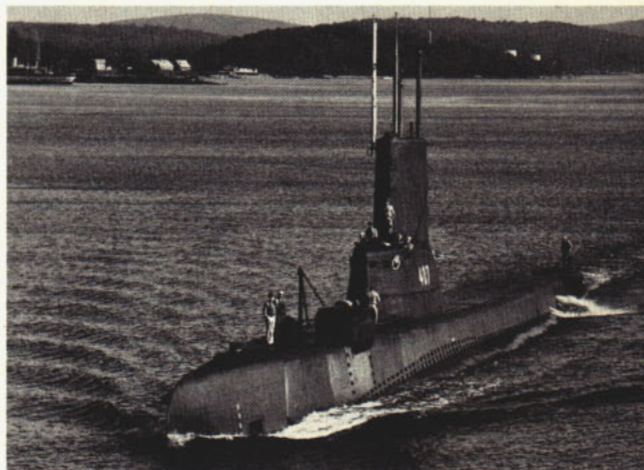
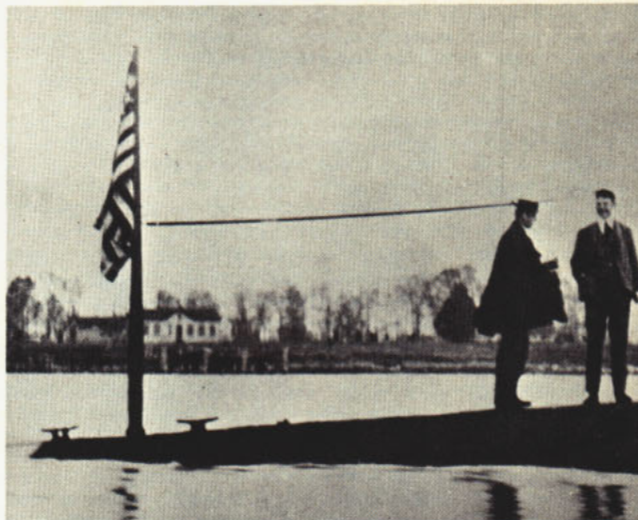
Later, when *Constitution* was about to set out to clean up the Algerian pirates, Revere overhauled and recoppered her in Boston and cast her first bell. The firm of Revere and Son furnished copper and brass equipment for several other frigates from the Lynn Street shop in the following years.

Q. What was the first U. S. combatant vessel ever named for a woman?

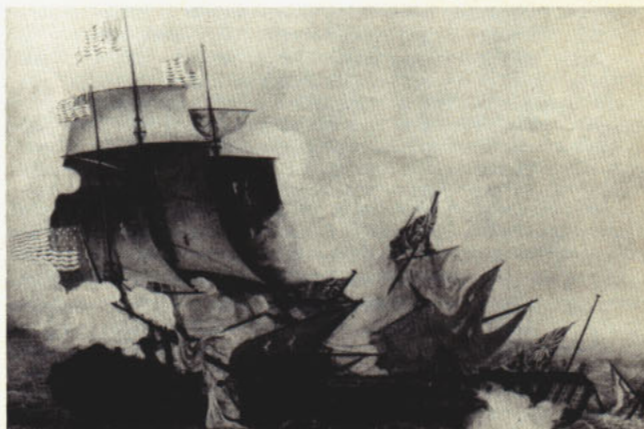
A. USS *Harriet Lane*, a Civil War sidewheel river gunboat. She was named for the niece of President John Buchanan and was transferred to the Navy from the Treasury Department in 1861.

A. What was the first U. S. Navy ship to carry radar?

A. The old four-stacker, USS *Leary* (DD 158), had radar onboard for seagoing tests in 1937. Contrary to popular belief, by the time we entered World War II much of the Fleet had already been equipped with radar, although it was rather primitive. Further research



USS Sea Robin (SS 401)



USS Constitution and Guerriere

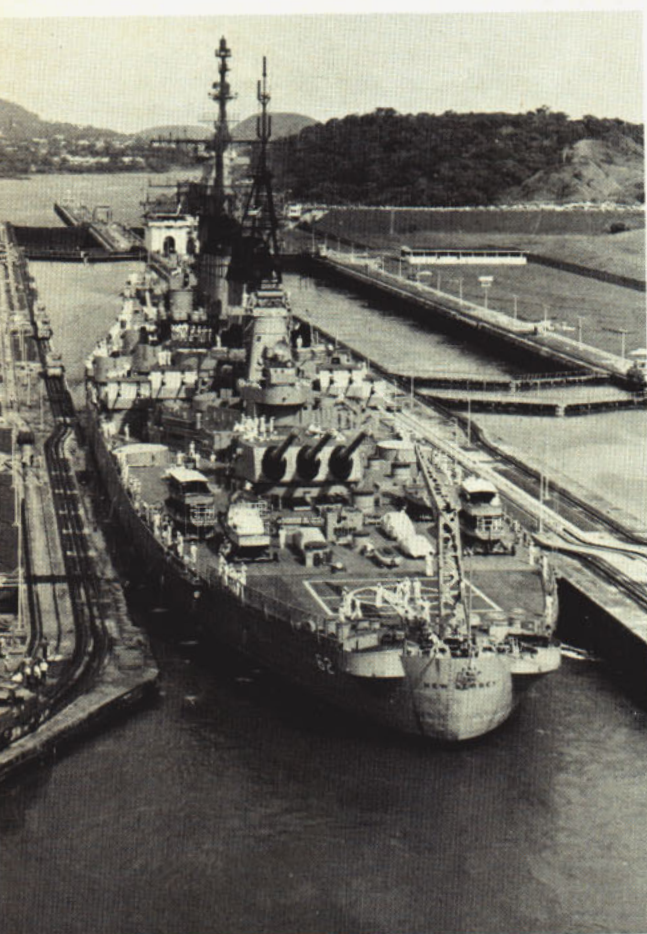
and development during the war greatly refined it and made radar practical for many uses other than ship detection—navigation, meteorology and fire control for example.

Q. Where was Constitution built?

A. Boston Naval Shipyard, you say? Wrong. It was



USS Holland



USS New Jersey (BB 62)

at that location all right, but when she was built there it was called Edmund Hart's Shipyard. The Harts were a family of shipwrights, and besides Edmund there were Edward, Zephaniah and Ralph the mast-maker. Before the government established its own dockyards, private yards were used for building national vessels. Hart's was known for a long time as "Hart's Naval Yard."

Q. What U. S. Navy ship has the distinction of being the only one to ever bear the name of a foreign capital?

A. USS *Canberra* (CA 70). Canberra is the capital of the Australian commonwealth of New South Wales and USS *Canberra* was named in honor of an Australian cruiser which was named for that city and lost in World War II. The U. S. version was placed in commission on 14 Oct 1943 and was originally to be named USS *Pittsburgh*.

Besides this distinction, she was the first U. S. ship of WW II on which planning and construction were actually accomplished during the war. She also became the world's second guided missile cruiser, following USS *Boston* (CAG 1), when she was reclassified CAG 2 on 4 Jan 1952 and converted in 1956. USS *Canberra* reverted to her old CA 70 classification and hull number on 1 May 1968 and was decommissioned on 16 Feb 1970 and placed in reserve.

Q. Women always seem to christen Navy ships; was this always the case?

A. No, the first woman to christen a U. S. Navy ship was a Miss Watson of Philadelphia on 22 Oct 1846. She broke the bubbles over the bow of the ship of war *Germantown*. It has, however, always been the custom to station a man in the ways to break a second bottle of champagne on the vessel in case the first should fail to break or there was a miss (nothing personal, ladies, that's the custom). Superstition has it that if the ship isn't christened properly she will always be dogged with bad luck.

Q. Who was the U. S. Navy officer who served briefly as Commander in Chief of the Mexican Navy?

A. Commodore David Porter (Admiral David Dixon Porter's father) from 1824 to 1829. It seems that while operating in the West Indies cleaning up the pirate mess there, he got into a spat with local authorities. Certain indignities against American interests and insults to an American lieutenant by Spanish officials in Puerto Rico led Porter to interfere and force an apology from them. This didn't set too well with the State and Navy Departments and he was suspended for six months by a court-martial. That didn't set too well with Commodore Porter so he resigned his commission and entered the Mexican service. Returning to the U. S. in 1829, he was appointed consul general at Algiers and subsequently, in 1831, became the U. S. Minister at Constantinople where he died on 28 Mar 1843.

Q. The rank of Admiral of the Navy—(1) Has there ever been such a rank? (2) How many officers held it? (3) Is it still in effect? (4) Is it higher than Fleet Admiral?

A. (1) Yes, an act of Congress on 2 Mar 1899 created the permanent rank of Admiral of the Navy. (2) Only one, George Dewey. (3) No, the act that authorized it for Dewey also provided that when the rank was vacated by death or otherwise, it would cease to exist; it was created for Dewey alone. (4) No official comparison of the two ranks has ever been made.

Q. When did the Great White Fleet make its famous cruise? How many ships were in that fleet?

A. The fleet left Hampton Roads on 16 Dec 1907, cruised westward around the world and returned to its starting point on 22 Feb 1909. Sixteen U. S. battleships made up the fleet. Incidentally, the term "Great White Fleet" was never used officially.

Q. *The Navy, and the nation, observes the week from Sunday to Sunday that includes 9 October as Fire Prevention Week. Why?*

A. On 9 Oct 1871 the great "Chicago Fire" raged through the city, killed 250 people and destroyed 17,430 buildings.

Q. *Everyone knows USS Constitution, "Old Ironsides," is tied up in Boston. Where is her sister ship Constellation moored?*

A. Baltimore, Md., of course.

Q. *What was the first U. S. Navy ship to be built from the keel up as an aircraft carrier?*

A. USS *Ranger* (CV 4). She was also the first American carrier to cross the Arctic Circle, in case you knew the first answer.

Q. *World War II generated some pretty good ideas, and some pretty crazy ones. The wildest we've heard was the plan to build an aircraft carrier of ice. Did it ever get past the idea stage?*

A. The "Habbakuk Project," as it was called, got as far as the model-building stage when a 60-foot, 1000-ton mock-up was built at Patricia Lake, Jasper, Canada, in the winter of 1943. The whole idea was scrapped in December 1943 because of too many technical headaches and the easing of the enemy submarine threat.

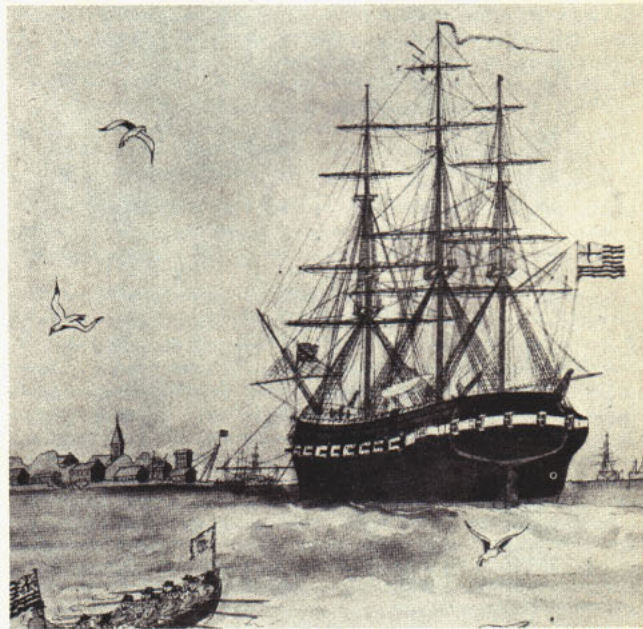
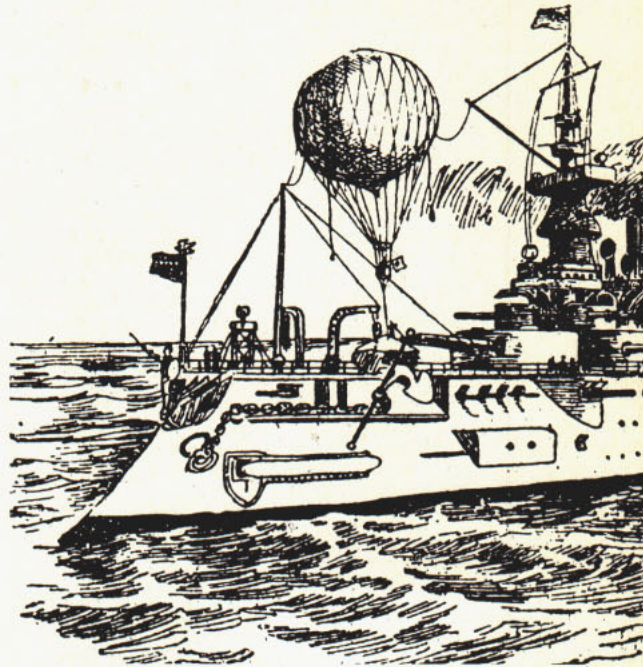
The original plans called for an aircraft carrier 2000 feet long, 300 feet wide and 200 feet deep. It was a joint American, Canadian and British effort and was to be the answer to the German U-boat menace.

Habbakuk was designed for the cold waters (naturally) of the North Atlantic, but was to have self-contained refrigeration machinery to keep from melting just in case she had to go south. Main propulsion was to have been electric motors attached to the outer skin. Engineers realized that ordinary ice would be too brittle, so they invented a substance called "pykrete" which was ice reinforced with from four to 14 per cent of wood pulp. They claimed this created a tough plastic solid which could be cut and worked like wood. They also claimed she could resist waves 1000 feet long and 50 feet high.

The main advantage of ice was that ordinary small-arms bullets just bounced off and that a torpedo hit would blast only an estimated three-foot-deep crater. Another advantage was an unlimited supply of ice to keep the ship's beer cold. The whole ice ship would have cost only \$70 million.

Q. *Battleships were named for states, cruisers for cities and subs for sea creatures, etc. What was the original system for naming missiles?*

A. Air-to-air (AAMs) are named for reptiles and winged creatures (except birds of prey), e.g., *Sidewinder* and *Sparrow*. Air-to-surface missiles (ASMs) are named

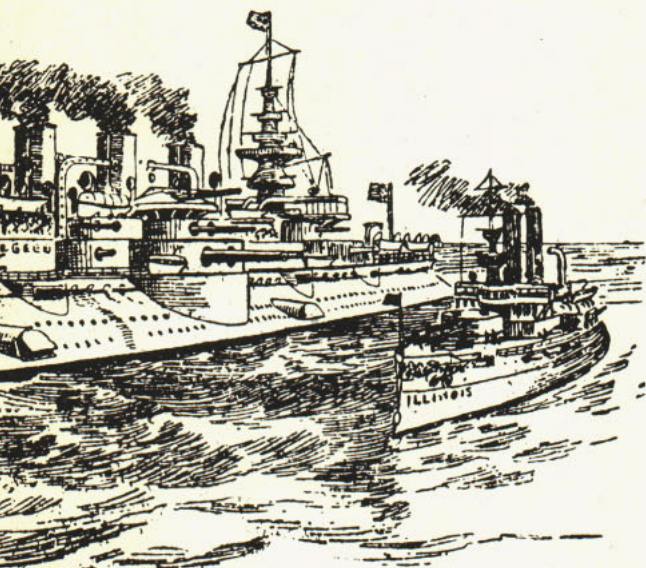


USS Albatross

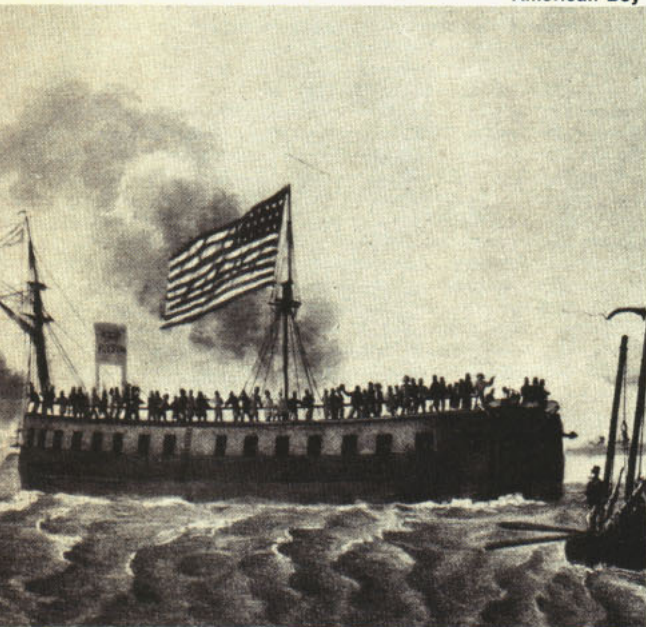
for sea birds, e.g., *Petrel*. Surface-to-surface missiles (SSMs) bear astronomical names, e.g., *Regulus*. However, when an SSM name occurs in both astronomy and mythology, only the astronomical name is used. Surface-to-air missiles (SAMs) are named for mythological characters, e.g., *Talos*.

There are some exceptions. The SAM *Tartar* doesn't follow the pattern, and the SAM *Terrier* "ain't nothin' but a hound dog," or at least a type of dog.

Q. *USS Nautilus (SSN 571) was commissioned on 30 Sep 1954 and became the U. S. Navy's first nuclear submarine. What was the second?*



American Boy



USS Fulton

A. USS *Seawolf* (SSN 575), commissioned on 30 Mar 1957. She has been used mostly for research work since 1969.

Q. What was the U. S. Navy's first ship?

A. The 24-gun frigate *Alfred*. The schooner *Hannah*, an earlier continental ship, was actually part of George Washington's army fleet.

Q. What is the biggest gun ever manufactured for the Navy?

A. A big, fat 18-inch which was tested at the old Dahlgren Proving Grounds in the 1920s. Apparently the

tests were unsuccessful for 18-inchers were never installed on U. S. ships. Contrary to what your old chief might tell you, one and only one of these giants was ever built according to published reports from the Bureau of Ordnance.

Q. Shortly before World War I there was supposed to have been built a huge battleship called USS *American Boy*. She was supposed to have been 1000 feet long, displace about 85,000 tons and have a speed of 40 knots. This would have almost put even WW II's "Mighty Mo" to shame. Was there such a ship?

A. Well . . . there is a report of an old newspaper clipping believed to have been extracted from a West Coast newspaper which stated that there was a "proposal to build a warship to be called *American Boy*. The money to be expended in the project, to be raised by popular subscription among the boys in the various cities of the United States, has proceeded so far that the money is not only largely in hand, but the plans for the battleship have been drawn up and are now in the hands of the Navy Department."

The report went on to say that she would have a battery consisting of "four 'monster' 15-inch guns, twelve 12-inch and four 10-inch," all of them to be breech loading. The secondary battery consisted of "two 12-inch 'dynamite' guns and 20 12-inch mortars." The *third* battery consisted of a "further array of formidable weapons including 100 6-pounders." All of this was to be capped (pardon the pun) by a ram weighing 48,410 tons.

American Boy was to have a 36-inch armor belt backed by eight feet of asbestos felt. Supplemental equipment included a 20-inch telescope, two war balloons, two submarine boats armed with cable shears, 300 auxiliary engines for "lifting supplies, moving guns, and the like, and oil sufficient to quiet a high sea and keep it still during 30 days."

Some ship! But, the ram weight was almost half her displacement, and machinery of that era could not have possibly pushed her to 40 knots. *American Boy* seems to have been "sunk" without a trace after her first engagement with the press. Was it all a hoax dreamed up by an imaginative reporter? Maybe you can tell us more about "American Boy."

Q. What was the U. S. Navy's first steam-powered man-of-war?

A. The *Demologs*, later to be officially designated Fulton I. In the War of 1812, Congress authorized Robert Fulton to build this unusual craft to break the tight English blockade of our ports. She was a twin-hulled, paddle-wheeled ship of 2475 tons, and 157-foot length. Each of the two hulls (with a combined beam of 65 feet) had its own keel, with an opening 15 feet wide and 66 feet long between them for the 14-foot-wide paddle wheel. The vessel had four rudders, one at each end of each hull, and could steam either end foremost with a maximum speed of about six knots.

She was never tested in battle because, by the time she was completed, peace had already been declared. The first steam warship used in combat was the converted harbor tug USS *Sea Gull*. She saw action against the Caribbean pirates in 1823.

Another proud tradition “...and the band

History of the



Ever since the Naval Academy was founded in 1845, when the “band” consisted of a fifer and a drummer, music has been an important part of its life. On 22 Nov 1852, the Bureau of Ordnance and Hydrography issued an order which authorized for the Naval Academy “a band of music to consist of one master of the band at \$18 per month, six musicians at \$12 per month and five at \$10 per month.” In addition to these rather modest salaries, each man received a daily ration of one pound of salt beef or pork, flour, rice, some vegetables and a pint of wine or a gill (4 ounces) of whiskey. Three cents a day could be drawn in lieu of the spirit ration, but it is doubtful any such money was ever paid.

The task of organizing the new band fell to Bandmaster J. P. Pfeiffer, who began recruiting men in Boston. The musicians he selected were all Germans and included his two sons, John Jr. and David. On the morning of 7 May 1853 the barque *Union* dropped anchor at the mouth of the Severn River and set ashore the first Naval Academy Band members. They arrived in time to perform for the 1853 June Week festivities.

No money had been appropriated for the band's operating expenses, so midshipmen and officers each contributed 25 cents a month to provide new instruments. One of the early Academy superintendents also wanted fancy new dress uniforms for his bandsmen. When he learned there wasn't enough money in the band fund he ordered all the grass on the Academy grounds mowed and sold as hay. The band got new uniforms, complete with gold braid and feathered helmets.

When the Civil War broke out, the Academy was moved to Newport, R. I., and the band went along. At war's end band members were discharged, but, not realizing this ended their obligation, they dutifully returned to Annapolis with the rest of the Academy. There they were rehired as civilians and a new bandmaster was hired, Peter Schoff, a former U. S. cavalry bandmaster.

During Vice Admiral David D. Porter's superintendency, hops were held so frequently at the Academy that would-be comedians of the day from St. John's College tagged it “Porter's Dancing Academy.” But VADM Porter probably didn't mind. He enjoyed and

Left: “All dressed up with the necessary paraphernalia and provided with false whiskers, the bandmaster was a fierce-looking fellow.” Right: The original Naval Academy Band, 1860.

plays on"

U.S. Naval Academy Band

appreciated humor as well as music, as is shown in an order he issued on 25 Oct 1867:

"Midshipman Thompson (1st Class) who plays so abominably on a fish horn will oblige me by going outside the limits when he wants to practice or he will find himself coming out of the little end of the horn."

Since every musician was required to play, an outsider, usually the Captain of the Watchmen, was chosen to lead them. He was a fierce-looking fellow when dressed in all the necessary paraphernalia and wearing false whiskers. Women and children screamed at his appearance. These substitutes were, however, less than satisfactory since they didn't know the first thing about music. They often downed their baton and stopped the band in the wrong place at the wrong time, or they marched out of step. Later, sergeants of the Marines took over the job with better results until, in 1919, a real drum major was provided.

Bandmaster Schoff retired and Charles Zimmerman took over in 1887. At age 26, he was, and remains, the youngest leader ever appointed. Despite his youth he quickly gained the respect and admiration of his men because of his exceptional ability and warm personality.

During his 29 years as leader of the Naval Academy Band, Professor Zimmerman accumulated so many medals and decorations that a theory circulated among midshipmen that had he fallen overboard in his full dress uniform, the weight of his medals would have caused him to drown instantly.

Although music was available for most occasions at the Naval Academy, the regiment had no song of its own. Zimmerman had written marches for each graduating class, but they were seldom heard outside Annapolis, and the midshipmen began teasing the bandmaster about his marches. In 1906 Zimmerman and Alfred Miles, the midshipmen choir director, collaborated on a new song that would truly be inspiring—one that would live forever. When Zimmerman completed the tune, Miles set the title and wrote two stanzas. Words and music to their "Anchors Aweigh" were completed in November, and the march was first used at the 1906 Army-Navy game. Navy won for the first time after a long series of defeats, and the march gained recognition all over the world. It eventually became known as the Navy's official song.

In 1894 the Marine Corps uniform was prescribed for



academy band...

all Navy musicians. Everyone looked forward to wearing the smart-looking suits, but they soon learned what a lot of work it was to keep the trousers creased and the buttons shined. The Prussian-style helmet was just plain miserable. Four years later the Fleet bandsmen returned to the easily cared-for sailor uniform, and one musician of German origin proclaimed the Fleetwide sentiment, "To hell mit der helmets." Musicians at the Naval Academy, however, continued to wear the Marine uniform until the end of World War I.

By 1919 the band had increased to 74 members in order to remain proportionate to the Brigade of Midshipmen. Over the next decade the Marine, Army, Navy and West Point bands grew further, and the Naval Academy Band strove to be recognized on equal footing. Legislation was introduced and passed by Congress in 1931 which placed the Naval Academy Band on the same basis as the U. S. Navy Band in Washington, D. C. Under the direction of William R. Sima the new Academy band played a weekly nationwide radio broadcast, and in 1939 represented the State of Maryland at the New York World's Fair.

Alexander Cecil Morris assumed the band's leadership in 1946. Among his most notable qualities were an unflinching love of music and a boundless enthusiasm for the Naval Academy. Although his own colorful career ended in 1955, he had three sons who attended

the Academy, a daughter who married an Academy graduate and a grandson who is now an Academy plebe.

Upon Mr. Morris' retirement, Chief Warrant Officer Max E. Corrick became the leader. During his tenure the band was increased to 85 members, nearly all the instruments and equipment were replaced and the band moved to new facilities in Bancroft Hall.

A long procession of leaders whose names remain bright in the history of Navy music followed CWO Corrick—P. H. Turner, J. S. Surber and D. D. Patterson each led the band through many concerts and evolutions on the Naval Academy grounds before retiring. Lieutenant Commander Ned Muffley, now the leader of the famed U. S. Navy Band, directed the Academy band before turning it over to the present leader, Lieutenant Joseph Phillips, the youngest since Charles Zimmerman.

Today's Naval Academy Band is a far cry from the 13 men who reported to Annapolis nearly a century and a quarter ago. Under LT Phillips' leadership it has, in addition to providing musical support for the midshipmen, taken on an entirely new concept in musical programming. Concerts are totally thematic, complete with scripts and narration. Directed at capturing the audience's attention from beginning to end, they have met with an overwhelmingly favorable response from the Annapolis community. Rock groups, jazz ensembles, a woodwind quintet and a country group now complete the band's entertainment package. The addition of women to its ranks has drawn unanimous approval from bandsmen and band patrons alike.

As the Navy's oldest continuing musical organization the Naval Academy Band looks ahead with great anticipation to the future. Present members hope to add their share to the progress which has seen a walrus-moustachioed fifer and drummer grow into one of the top-ranking musical organizations in the country.

—CWO Michael Pesses, USN



Left: Bandsmen uniforms in 1897. Right top: The U. S. Naval Academy Band at the Chapel Walk Bandstand in the 1890s. Right bottom: The Naval Academy Concert Band, 1974.



Advancement and Time In Service Requirements

First, 2nd and 3rd class petty officer candidates participating in the upcoming February advancement examinations are among the first to be affected by the new "time-in-service" extension requirements, but not to the fullest extent.

Recently, DOD announced an all-service alignment of TIS eligibility, requiring that to be eligible for promotion to pay grades E-4, E-5 and E-6, individuals must have TIS totals of two, three and six years, respectively.

However, for the February exams, BuPers is authorizing a general "partial" waiver for those going up for 2nd and 1st class; 3rd class candidates will not be affected until August 1975, when the new TIS requirement becomes effective for all three rate groups.

The waivers will provide advancement opportunity for those E-5/E-6 candidates within three months and nine months, respectively, of the eligibility requirement. In other words, 3rd class petty officers going up for 2nd class are required to have no less than 33 months and 2nd class going up for first class no less than 63 months' total time-in-service. This waiver applies also to those individuals who took the August 1974 exam but were not advanced, making them qualified (if otherwise eligible) to participate in the February exam-

inations for advancement in rating.

For those individuals entering the Navy in advanced grades or through special programs affording early, accelerated advancements, the new TIS longevity rule would necessitate an inordinately long delay to meet eligibility requirements for advancement to grades above E-4. Therefore, a constructive time factor has been initiated to permit these individuals to compete on an equitable basis with their contemporaries who were advanced through the apprenticeship grades. Each candidate entering under such conditions, for example, will be considered to have acquired the combined minimum time (for advancement purposes only) currently required to serve between grades. In other words, a member entering the Navy in pay grade E-5, or being advanced to that grade through accelerated advancement, will be credited with 30 months' time in service on the date of advancement.

The idea behind the TIS requirement is an effort to achieve a more mature leadership posture within the concept of the all-volunteer forces, according to BuPers, and to establish uniformity among pay grade levels in all the services, giving no advantage to any one service. Up until now, advancement to E-4-5-6 was unrestricted by time-in-service requirements.

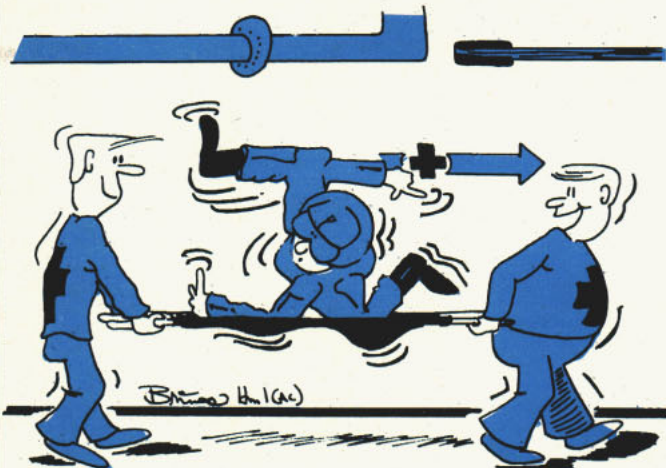


YN1 James Nixon



"I knew the new skipper was a seasoned veteran, but not that seasoned."

HM1 George Brines



"Wonder what he'd be like if he had completed the entire de-briefing?"

ST1 Joe Franklin



"Uh, Harry, are you sure you picked up the right hat when we left the 'senior-junior' discussion group?"

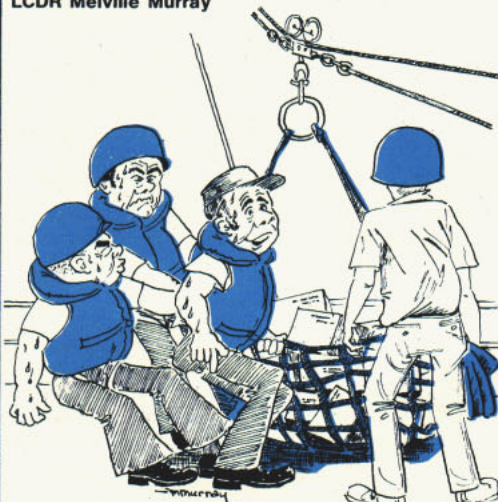
on the
serious side

PRAN Thomas Morris



"Henry, aren't you wearing the wrong rig?"

LCDR Melville Murray



"Hey, chief, how many aerobic points do we get for this?"

TAFFRAIL TALK

It's not every day sailors get involved in a chase for robbers, but Yeoman 3rd Class David L. Chappell, Jr., and Fireman William Staley found themselves doing just that.

Chappell, stationed at CinCLantFlt headquarters, was driving his car one Saturday night last fall on Princess Anne Road in Norfolk with Staley, a Naval Reservist serving onboard the destroyer USS *Harold J. Ellison*. They decided to stop at a market and do some shopping.

As the two drove into the parking lot, they suddenly realized two men were robbing the market. They could see a man holding a shotgun on another—later identified as the store manager—while the other stood guard. The manager was filling a bag with money from the safe.

Looking for a phone to call police, Chappell drove to a house just down the street, explained to the occupant about the robbery, and made the call. Chappell and Staley went back to the vicinity of the store to get some kind of description of the robbers.

At that moment, the two robbers, one still with a shotgun, the other carrying a bag, ran down the street as the sailors watched. One robber got into a car driven by a third man, the other fled on foot across an open field.

The car sped off down a side street and the sailors followed, trying to read the license number. Impossible, they thought—they were doing 50 mph in a residential area. Suddenly, the getaway car stopped at an intersection and waited for an opening in the cross traffic. Chappell and Staley moved in behind them just in time to see the license number and identify the car before it turned and headed for the interstate highway.

Back at the market, the police had responded to the telephone call and were on the scene as Chappell and Staley returned with their information. Minutes later a patrolman, with the information radioed to him, spotted the car and apprehended the two suspects in Great Bridge.

"The man who ran through the field turned himself in the next night," Chappell said.

Chasing robbers is not their Navy responsibility, but Chappell and Staley are two Navymen who have contributed to community service by getting involved.

* * *

Every once in awhile an interesting and noteworthy item slips through our fingers, such as an event that took place on 13 July last year. That's when the attack carrier USS *Coral Sea* (CVA 43) recorded her 250,000th arrested landing.

Making the landing in the ship's C-1A twin-engine COD aircraft during a carrier qualification training period was Lieutenant Paul Marshall, assigned to the ship's V-3 division. At the time, Captain Thomas S. Rogers, Jr., was steaming the ship off the southern coast of California and announced to his crew that "no other operating combat carrier in the fleet has come close to this record."

We checked. And a source in the Naval Air Systems Command informed us that while 250,000 landings are indeed a lot of landings, records are not kept, except perhaps in each ship's log, so there is no way (short of contacting each of the carriers afloat) to substantiate the claim. Therefore, all you carrier crewmen and veterans, can anyone top *Coral Sea's* claim to fame?

The All Hands Staff

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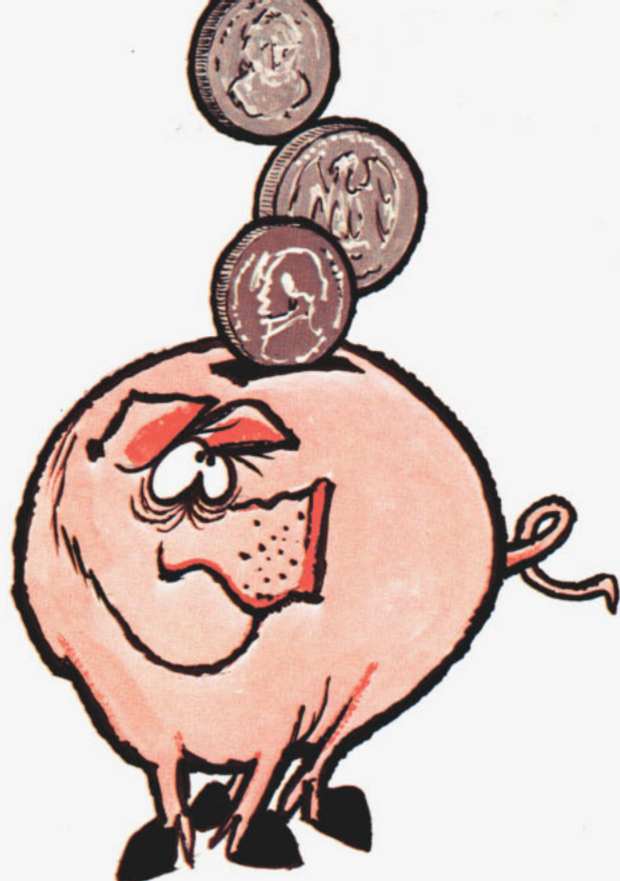
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Right: Framed by the antenna platform, a member of the Surrey Singers from Oklahoma City University, with Navy escort, views USS *Wainwright* (DLG 28). The USO-sponsored group, while performing at Guantanamo Bay, Cuba, were hosted by *Wainwright* for lunch and a tour of the ship.





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